County of Los Angeles
CHIEF EXECUTIVE OFFICE
Kenneth Hahn Hall of Administration
500 West Temple Street, Room 713, Los Angeles, California 90012
(213) 974-1101
http://ceo.lacounty.gov

WILLIAM T FUJIOKA
Chief Executive Officer

Board of Supervisors
GLORIA MOLINA
First District

MARK RIDLEY-THOMAS
Second District

ZEV YAROSLAVSKY
Third District

DON KNABE
Fourth District

MICHAEL D. ANTONOVICH
Fifth District

ADOPTED

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

28 November 3, 2009

Sachi A. Hamai
SACHI A. HAMAI
EXECUTIVE OFFICER

November 3, 2009

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

DEPARTMENT OF PUBLIC WORKS:
PSYCHIATRIC URGENT CARE CENTER PROJECT AT
OLIVE VIEW-UCLA MEDICAL CENTER
ADOPT MITIGATED NEGATIVE DECLARATION
APPROVE PROJECT BUDGET
AWARD DESIGN/BUILD CONSTRUCTION CONTRACT
APPROVE RELATED ACTION
SPECS. 6893; CAPITAL PROJECT 69545
(FIFTH DISTRICT) (3 VOTES)

SUBJECT

Award of a design-build contract and approval of related actions for the construction of the Psychiatric Urgent Care Center project at Olive View-UCLA Medical Center.

IT IS RECOMMENDED THAT YOUR BOARD:

1. Consider the Mitigated Negative Declaration for the Psychiatric Urgent Care Center project at Olive View-UCLA Medical Center together with any comments received during the public review process; find that the Mitigated Negative Declaration reflects the independent judgment and analysis of the Board, and adopt the Mitigated Monitoring and Reporting Program, finding that the Mitigated Monitoring and Reporting Program is adequately designed to ensure compliance with the mitigation measures during project implementation; find on the basis of the whole record before the Board that there is no substantial evidence that the project will have a significant effect on the environment; and adopt the Mitigated Negative Declaration.

2. Approve the project and the project budget in the amount of $10,800,000 for the Psychiatric Urgent Care Center project at Olive View-UCLA Medical Center, Capital Project 69545.

3. Find that gkkworks is the most advantageous and best value proposer; award a design-build contract to gkkworks in an amount not-to-exceed $6,761,936 for the Psychiatric Urgent Care Center project at Olive View-UCLA Medical Center; and authorize the Director of Public Works to execute the contract, upon receipt of acceptable and approved Faithful Performance and Labor and Materials Bonds and insurance certificates filed by the design-builder, and to establish the contract effective date.

4. Authorize the Director of Public Works, in coordination with the Chief Executive Officer, to control the use of the design completion allowance of $400,000, including the authority to reallocate any portion or all of the allowance into the base contract amount.

5. Delegate authority to the Director of Public Works to execute a consultant services agreement for a not-to-exceed fee of $25,000, with the second and third highest ranked, qualifying proposers, neither of which was selected as the design-builder for the project, enabling the County to use all design and construction ideas and concepts included within their proposals.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

Approval of the recommended actions will adopt the Mitigated Negative Declaration (MND), approve the project budget, and award the design-build contract of the Psychiatric Urgent Care Center project at Olive View-UCLA Medical Center.

Background

On February 12, 2008, your Board approved the use of the design-build delivery method for the project.

On April 15, 2008, your Board approved and authorized advertising the prequalification questionnaires to prequalify and short-list prospective design-build entities for the project. On May 14, 2008, completed prequalification questionnaires were received from five design-build entities of which four firms were determined to be prequalified and short-listed. An Evaluation Committee (Committee) comprised of staff from the Department of Public Works (Public Works), the Chief Executive Office, and the Department of Mental Health (Mental Health) reviewed the completed prequalification questionnaires of the five

prequalified design-build entities in order to determine the three highest ranked design-build entities for purposes of short-listing. The following three design-build entities were determined to be the highest ranked: 1) gkkworks; 2) Innovative Technical Solutions, Inc., - Leo A. Daly Architects; and 3) Perera Construction - Langdon Wilson Architects. The three design-build entities were short-listed and we requested them to submit technical and cost proposals for the project.

On May 11, 2009, all three short-listed design-build entities submitted a final proposal consisting of a technical submittal, a price proposal, and target price solutions. The Committee scored and ranked each proposal based on the requirements and scoring criteria outlined in the RFP. The Committee ranked the proposals based on scoring in eight criteria categories, five of which are specified in the enabling legislation: technical design and construction expertise, life cycle cost analysis, skilled labor force availability, safety record, price, design-build team personnel and organization, delivery plan, and target price solutions. The three proposals were ranked in order from the highest averaged score to the lowest averaged score.

gkkworks was determined to be the apparent best value proposer in accordance with provisions of the RFP. A summary reflecting the Committee's scoring of the proposals is included in Attachment B.

Design Build Contract and Design Completion Allowance

Upon determination of the apparent best value proposer by the Committee, Public Works negotiated final terms with gkkworks, including value engineering solutions that had been proposed by gkkworks and the two other proposers. gkkworks submitted a price proposal of $6,689,880. The recommended not-to-exceed contract amount of $6,761,936 fee is higher than gkkworks' price proposal because it includes a portion of scope previously planned to be completed by Job Order Contract (JOC). The negotiations resulted in the recommended base contract amount of $6,361,936, plus the design completion allowance of $400,000 for a maximum, not-to-exceed contract sum of $6,761,936.

The contract's design completion allowance of $400,000 is intended to facilitate the resolution of issues identified only during the design phase of the project, including issues concerning the County's scoping documents or changes required by jurisdictional agencies or due to unforeseen conditions discovered during design, including any increased design or construction costs associated therewith. The inclusion of the design completion allowance will facilitate the decision process during design and minimize potential delays that could occur while design phase issues are resolved. The use of the design completion allowance will be controlled by Public Works, but will

require Public Works to notify Mental Health and obtain written authorization from the Chief Executive Office before any reallocation of funds from the design completion allowance into the contract sum is permitted. The design completion allowance shall not be used to fund the resolution of issues, conditions, or changes encountered during the construction phase.

Upon your Board's approval, the second and third highest ranked proposers will each be paid a stipend of $25,000, which affords the County the right to use the information and ideas contained in the proposals submitted by such proposers.

Public Works proposes to use a JOC for the Make-Ready scope of work to eliminate potential delays or change orders to the design-build contract related to the unforeseen field conditions. The Make-Ready work includes site preparation and utility connections.

Green Building/Sustainable Design Program

The project will support your Board's sustainable design program by incorporating into the project design and construction features for certification at a silver level under the U.S. Green Building Council's Leadership in Energy and Environmental Design. The project design will substantially reduce water consumption, address storm water runoff, enhance indoor environmental quality by using low-emitting building materials and finishes, provide daylight through much of the building, and allow building operators to make adjustments in building systems for thermal comfort and lighting needs.

Implementation of Strategic Plan Goals

The Countywide Strategic Plan directs the provision of Operational Effectiveness (Goal 1), as the project is an investment in public infrastructure. This action will further the Children, Family, and Adult Well-Being (Goal 2), Community and Municipal Services (Goal 3), and client-centered Health and Mental Health (Goal 4) by providing high standards of healthcare to the residents of the County of Los Angeles. Completion of this project will provide a much needed health benefit for the residents of the County.

FISCAL IMPACT/FINANCING

On April 15, 2008, we noted that we would return to your Board for approval of the final project cost along with the recommendation for the selected design-build entity for your Board's approval.

The total project cost, including plans and specifications, plan check, construction, consultant services, Civic Art fee, miscellaneous expenditures, and County services, is currently estimated at $10,800,000. The project is funded by $6.65 million in net County cost and $4.15 million from the Mental Health Services Act. Sufficient appropriation is available in the Fiscal Year 2009-10 Capital Projects/Refurbishments Budget to fund the recommended actions. The Project Schedule and Budget are included in Attachment A.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

As required by your Board, the project budget allocates one percent of the construction costs to the Civic Art Fund per your Board's Civic Art Policy, adopted on December 7, 2004, and subsequently amended on November 18, 2008.

The design-build construction contract will be in the form previously reviewed and approved as to form by County Counsel. The recommended contract was solicited on an open competitive basis and is in accordance with applicable Federal, State, and County requirements.

This contract contains terms and conditions supporting your Board's ordinances, policies, and programs, including but not limited to: County's Greater Avenues for Independence and General Relief Opportunities for Work Programs (GAIN/GROW), Board Policy No. 5.050; Contract Language to Assist in Placement of Displaced County Workers, Board Policy No. 5.110; Reporting of Improper Solicitations, Board Policy No. 5.060; Notice to Contract Employees of Newborn Abandonment Law (Safely Surrendered Baby Law), Board Policy No. 5.135; Contractor Employee Jury Service Program, Los Angeles County Code, Chapter 2.203; Notice to Employees Regarding the Federal Earned Income Credit (Federal Income Tax Law, Internal Revenue Service Notice 1015); Contractor Responsibility and Debarment, Los Angeles County Code, Chapter 2.202; and the Los Angeles County's Child Support Compliance Program, Los Angeles County Code, Chapter 2.200; and the standard Board-directed clauses that provide for contract termination or renegotiation.

ENVIRONMENTAL DOCUMENTATION

An initial study was prepared for this project in compliance with the California Environmental Quality Act (CEQA). The initial study identified potentially significant effects of the project in the following areas: biological resources, cultural resources, and noise. Prior to the release of the proposed MND and initial study for public review, revisions to the project were made or agreed to which would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, as follows:

- Biological Resources: Per California Department of Fish and Game (CDFG) and U.S. Fish and Wildlife Service accepted policies, should clearing, grading, or tree removal activities occur during the breeding season (February 1 through September 15) for migratory nongame native bird species, weekly bird surveys will be performed to detect any protected native birds in the trees to be removed and other suitable nesting habitat within 300 feet of the construction work area (500 feet for raptors). The surveys will be conducted 30 days prior to the disturbance of suitable nesting habitat by a qualified biologist with experience in conducting nesting bird surveys. At minimum, the County will relocate removed protected trees or replace each removed protected tree within the medical campus with at least two trees of a protected variety. Trees will be moved to other locations on the property only if the environmental conditions of the new locations are favorable to the survival of the trees and there is a reasonable probability that the trees will survive.

- Cultural Resources: In the event any unidentified archaeological materials are encountered during earthmoving activities, the construction contractor will cease activity in the affected area until the discovery can be evaluated by a qualified cultural resources specialist (archaeologist) in accordance with the provisions of CEQA Section 15064.5. The archaeologist will complete any requirements for the mitigation of adverse effects on any resources determined to be significant and implement appropriate treatment measures.

- Noise: The construction contractor will require all construction equipment, stationary and mobile, to be equipped with properly operating and maintained muffling devices. The construction contractor will require stationary construction equipment and vehicle staging areas to be placed such that the noise sources are located at the furthest project boundary from sensitive receptors. Simultaneous use of major equipment will be minimized as feasible.

The initial study and project revisions showed that there is no substantial evidence, in light of the whole record before the County, that the project as revised may have a significant effect on the environment. Based on the initial study and project revisions, an MND was prepared for this project.

The public notice was published on April 15, 2009, pursuant to Public Resources Code 21092 and posted pursuant to Section 21092.3. During the public review period, no responses or comments were received from the public.

The location of the documents and other materials constituting the record of the proceedings, upon which your Board's decision is based in this matter, is the County of Los Angeles Public Works, Project Management Division I, 5th Floor, 900 South Fremont, Alhambra, California 91803. The custodian of such documents and materials is the Assistant Deputy Director for the Project Management Division I.

The project is not exempt from payment of a fee to the CDFG pursuant to Section 711.4 of the CDFG Code to defray the costs of fish and wildlife protection and management incurred by the CDFG. Upon your Board's adoption of the MND, Public Works will file a Notice of Determination in accordance with Section 21152(a) of the California Public Resources Code, and pay the required filing and processing fees with the Registrar-Recorder/County Clerk in the amount of $2,043 ($1993 + $50 per CDFG website). A copy of the MND is provided in Attachment C.

CONTRACTING PROCESS

On June 17, 2008, your Board adopted the County policy for design-build project delivery. The RFP and evaluation process were conducted in accordance with the adopted policy.

OPERATING BUDGET IMPACT

Following construction of the proposed Psychiatric Urgent Care Center project at Olive View-UCLA Medical Center, Mental Health anticipates incurring start-up costs of $565,200 for furniture and other equipment. Ongoing annual operating costs, including salaries, employee benefits, and supplies are estimated at $7,150,805. The start-up and ongoing costs will be funded by Mental Health Service Act, State general fund, and Federal Financial Participation.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

There will be no negative impact on current County services or projects during the performance of these recommended actions, and the Olive View-UCLA Medical Center will remain fully operational.

CONCLUSION

Please return an adopted copy of this letter to the Chief Executive Office, Capital Projects Division; Public Works, Project Management Division I; and Mental Health.

Respectfully submitted,

WILLIAM T FUJIOKA
Chief Executive Officer

WTF:GF:SK
DJT:SW:zu

Attachments

c: County Counsel
Department of Mental Health
Department of Public Social Services (GAIN/GROW Program)
Department of Public Works
Office of Affirmative Action Compliance

ATTACHMENT A

DEPARTMENT OF PUBLIC WORKS:
PSYCHIATRIC URGENT CARE CENTER PROJECT AT
OLIVE VIEW-UCLA MEDICAL CENTER
ADOPT MITIGATED NEGATIVE DECLARATION
APPROVE PROJECT BUDGET
AWARD DESIGN/BUILD CONSTRUCTION CONTRACT
APPROVE RELATED ACTION
SPECS. 6893; CAPITAL PROJECT 69545

I. PROJECT SCHEDULE

Project Activity	Board-Approved Schedule Completion Date	Proposed Schedule Completion Date
Environmental Documents		
Make-Ready		
Jurisdictional Approvals		10/22/09
Construction Award		10/29/09
Construction Start		10/30/09
Substantial Completion		12/22/09
PUCC Construction		
Contract Award	11/2008	11/03/09
Jurisdictional Approvals	05/2009	02/11/10
Construction Start		02/15/09
Substantial Completion	05/2010	02/24/11

II. PROJECT BUDGET SUMMARY

Project Activity	Proposed Budget
Land Acquisition	$ 0
Construction	
Design-Build Contract	6,761,936
Job Order Contract	650,000
Change Orders Contingency Total	680,000
Misc. Expense (Stipend)	50,000
Arts Commission	74,064
Subtotal	$ 8,216,000
Equipment	$ 450,000
Programming/Development	$ 0
Plans and Specs	$ 400,000
Consultant Services	
Construction Management Support	$ 16,154
Deputy Inspection	90,000
Deputy Inspection(Materials Testing)	10,000
Geotechnical Survey	16,816
Environmental Documents	2,124
Project Cost Estimating Services	50,000
Topographical Site Survey	0
Subtotal	$ 185,094
Office of Affirmative Action Compliance	$ 15,000
Jurisdictional Review/Plan Check/Permit	$ 111,364
County Services	
Code Compliance Inspection	$ 114,062
Design Review	30,555
Design Services	13,511
Contract Administration	76,227
Project Technical Support	55,226
Building and Safety Division	35,000
Environmental Programs Division	2,102
Geotechnical & Materials Engineering Division	4,000
Land Development Division	1,127
Traffic and Lighting Division	975
ISD Telecommunications	42,400
Project Management I Division	1,044,627
Project Management II Division	2,730
Subtotal	$ 1,422,542
TOTAL	**$10,800,000**

November 3, 2009

ATTACHMENT B

DEPARTMENT OF PUBLIC WORKS:
PSYCHIATRIC URGENT CARE CENTER PROJECT AT
OLIVE VIEW-UCLA MEDICAL CENTER
ADOPT MITIGATED NEGATIVE DECLARATION
APPROVE PROJECT BUDGET
AWARD DESIGN/BUILD CONSTRUCTION CONTRACT
APPROVE RELATED ACTION
SPECS. 6893; CAPITAL PROJECT 69545

PROPOSAL SUMMARY

Proposer	Best Value Average Score (Max. Score = 1,000)	Base Price Proposal
gkkworks	882	$6,689,880
Innovative Technical Solutions, Inc., Leo A. Daly Architects	735	$7,642,124
Perera Construction and Design, Inc., Langdon Wilson Architects	830	$6,608,820

Olive View Psychiatric Urgent Care Center

Final Initial Study and Mitigated Negative Declaration

Prepared For:
County of Los Angeles
Department of Public Works
Project Management Divison I
900 South Fremont Avenue, 5th Floor
Alhambra, California 91803-1331

Prepared By:
EDAW, Inc.
515 South Flower Street, 9th Floor
Los Angeles, California 90071

June 2009

TABLE OF CONTENTS

LIST OF FIGURES

TECHNICAL APPENDIX

1 INTRODUCTION

The Los Angeles County Department of Public Works (LACDPW) has prepared this Initial Study/Mitigated Negative Declaration (IS/MND) to address the environmental effects of the proposed Olive View Psychiatric Urgent Care Center Project (proposed project). This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code §21000 *et.seq.* and the State CEQA Guidelines California Code of Regulations (CCR) §15000 *et.seq.* The LACDPW is the CEQA lead agency for this project.

The proposed project involves the construction of an approximately 10,000 square-foot psychiatric urgent care center on the Olive View Medical Center site in the City of Los Angeles. The proposed project is described in detail in Section 2.0, Project Description.

1.1 CEQA PROCESS

This IS/MND has been prepared pursuant to the CEQA guidelines, including Sections 15063, 15070, 15071, and 15073.5. This document summarizes and addresses the results of the IS prepared to determine if any significant environmental effects would occur from the proposed project. In accordance with the CEQA statutes and Guidelines for circulation of a negative declaration, a 30-day public review period for this IS/MND began on April 15, 2009 and will conclude on May 15, 2009. The Draft IS/MND was specifically distributed to interested or involved public agencies, organizations, and private individuals for review. In addition, the Draft IS/MND was available for general public review at:

County of Los Angeles
Department of Public Works
Water Resources Division
900 South Fremont Avenue
Alhambra, CA 91803-1331

City of Los Angeles Public Library
Sylmar Branch
14561 Polk Street
Sylmar, CA 91342

During the 30-day review period, the public agencies, organizations, and individuals had an opportunity to provide written comments on the information contained within the Draft IS/MND. The public comments on the Draft IS/MND and responses to public comments have been incorporated into this Final IS/MND. The Los Angeles County Board of Supervisors (Board) will use the Final IS/MND for all environmental decisions related to this project. Prior to approving a project, the Board will consider the project in conjunction with comments received during the review period. A project will only be approved when the Board "finds that there is no substantial evidence that the project will have a significant effect on the environment and that the [IS/MND] reflects the lead agency's independent judgment and analysis". When Adopting an IS/MND, a monitoring program must also be adopted to ensure implementation of mitigation required as a condition of approval.

1.2 DOCUMENT FORMAT

This IS/MND contains six sections and one technical appendix. Section 1, Introduction, provides an overview of the project and the CEQA environmental documentation process. Section 2, Project Description, provides a detailed description of project objectives and components. Section 3, Initial Study Checklist, presents the CEQA checklist for all impact areas and mandatory findings of significance. Section 4, Impacts and Mitigation Measures, presents the environmental analysis for each issue area identified on the environmental checklist form. If the proposed project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected. If the proposed project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and appropriate mitigation measures and/or permit requirements that would reduce those impacts to a less than significant level. Section 5, References, provides a list of reference materials used during the preparation of the IS/MND, and Section 6, List of Preparers, provides a list of key personnel involved in the preparation of the IS/MND. Section 7, Response to Comments, provides the comment letters received during the 30-day review period for the Draft IS/MND, followed by the responses from LADPW. Section 8, Mitigation Monitoring and Reporting Program, provides a checklist to fulfill the project's mitigation monitoring and reporting requirements under CEQA.

The environmental analysis included in Section 4 is consistent with the CEQA Initial Study format presented in Section 3. Impacts are separated into the following categories:

Potentially Significant Impact. This category is applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less than significant level. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

Less than Significant After Mitigation Incorporated. This category applies where the incorporation of mitigation measures would reduce an effect from a "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measure(s), and briefly explain how they would reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

Less than Significant Impact. This category is identified when the project would result in impacts below the threshold of significance, and no mitigation measures are required.

No Impact. This category applies when a project would not create an impact in the specific environmental issue area. "No Impact" answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact does not apply to the specific project (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g.,

the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

One technical appendix is provided at the end of this document, which includes the URBEMIS Air Quality Calculations and the Environmental Database Report (EDR) summary.

This page intentionally left blank.

2 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The Los Angeles County OVMC is located in the northern San Fernando Valley, in the Sylmar planning area of the City of Los Angeles (see Figure 2-1, Regional Map). The site is east of Interstate-5 (Golden State Freeway), and approximately ¼ mile north of Interstate-210 (Foothill Freeway). Olive View Drive borders the OVMC site along the south with multi- and single-family residences across Olive View Drive. The Schoolhouse Debris Basin is located west of the site with the open space of the Angeles National Forest beyond that and residential areas are located to the east and west of the site (see Figure 2-2, Vicinity Map).

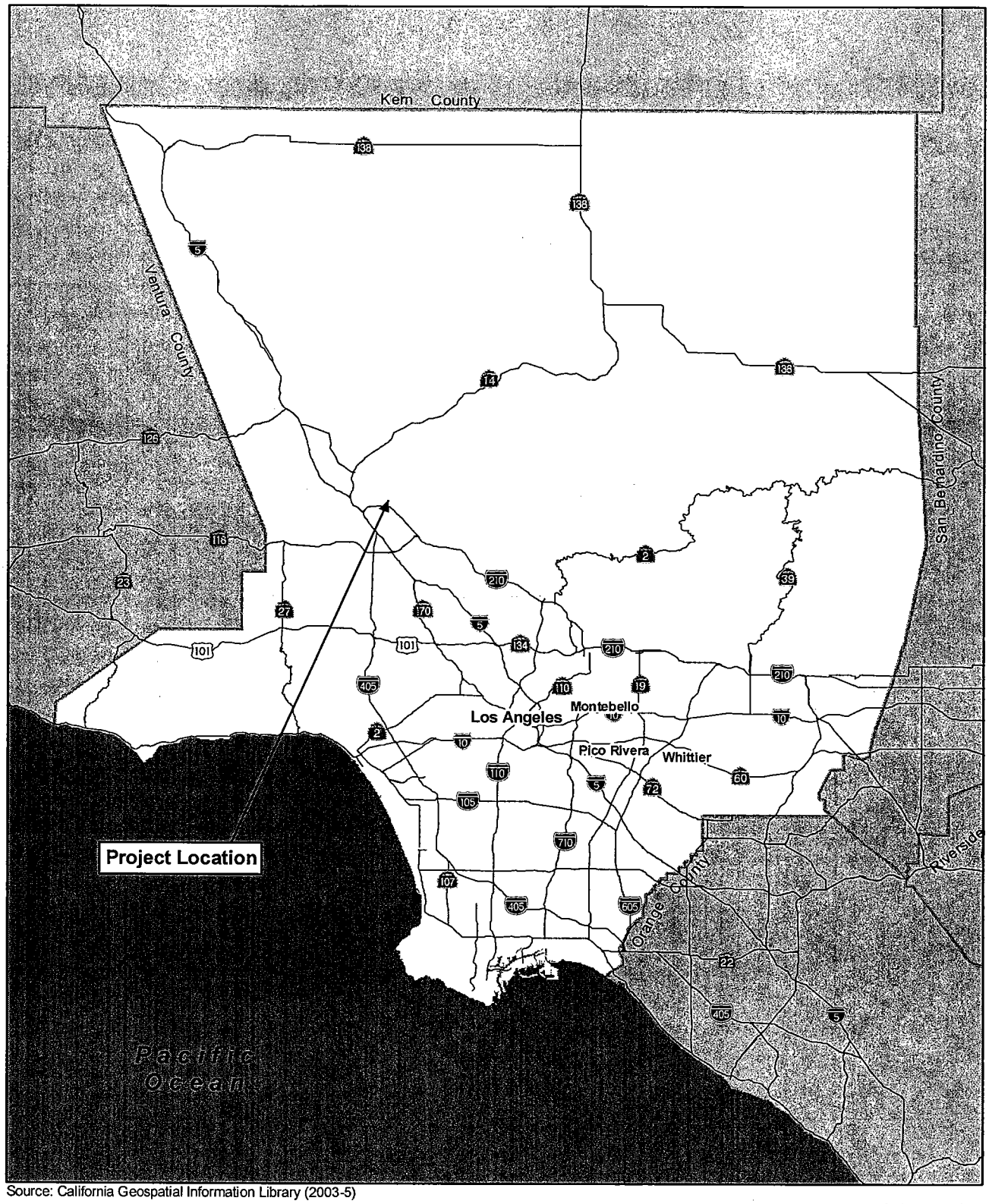
2.2 PROJECT BACKGROUND AND OBJECTIVES

The OVMC campus is comprised of the six-story hospital and associated support services facilities, including, maintenance, finance, administration, cogeneration and utilities, and police and security. The existing hospital is approximately 440,000 square-feet and is licensed for 377 inpatient beds. The campus also contains ancillary support and utility structures. The limited capacity of the existing psychiatric emergency room at OVMC, combined with continually increasing volume affects the hospital's ability to meet the psychiatric care needs of the community. OVMC has partnered with the Los Angeles County Department of Mental Health (DMH) to implement a program to provide psychiatric urgent care services and referrals to patients who require non-emergency mental health intervention. As part of its plan to implement the Mental Health Services Act (Proposition 63), DMH has submitted a proposal to build an outpatient psychiatric urgent care center on the OVMC campus, which has been approved by the California State Department of Mental Health and the County Board of Supervisors.

The proposed project would construct an approximately 10,000 square-foot psychiatric urgent care center to accommodate up to 40 patients per day in a clinical outpatient setting (see Figure 2-3). The psychiatric urgent care center would benefit the residents of Los Angeles County by providing outpatient psychiatric urgent care. Specifically, the expansion would fulfill these major objectives:

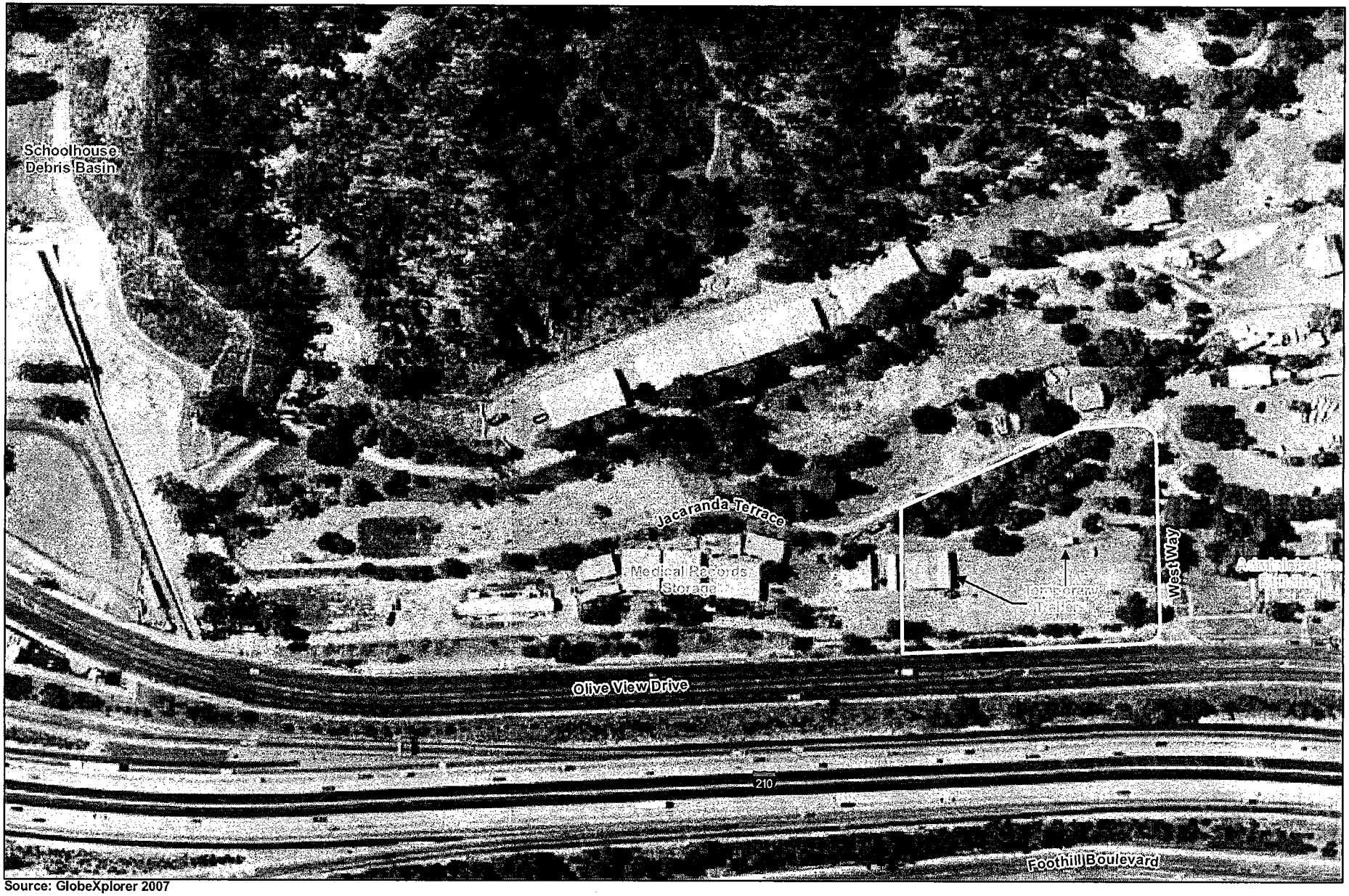
- alleviate overcrowding and reduce waiting time at the existing medical center for urgent mental health care;
- utilize existing County-owned land in accordance with Goal 4 (fiscal responsibility) of the County-wide Strategic Plan; and
- further the implementation of Goal 1 (service excellence), Goal 6 (community service), and Goal 7 (health and mental health) of the County-wide Strategic Plan by developing a psychiatric urgent care program co-located with a Department of Health Services (DHS) hospital.

The center would serve the surrounding community. Funding for construction of the psychiatric urgent care center would come from the Mental Health Services Act (Program 63) and other County sources.



Source: California Geospatial Information Library (2003-5)

Figure 2-1
Regional Location Map



Source: GlobeXplorer 2007

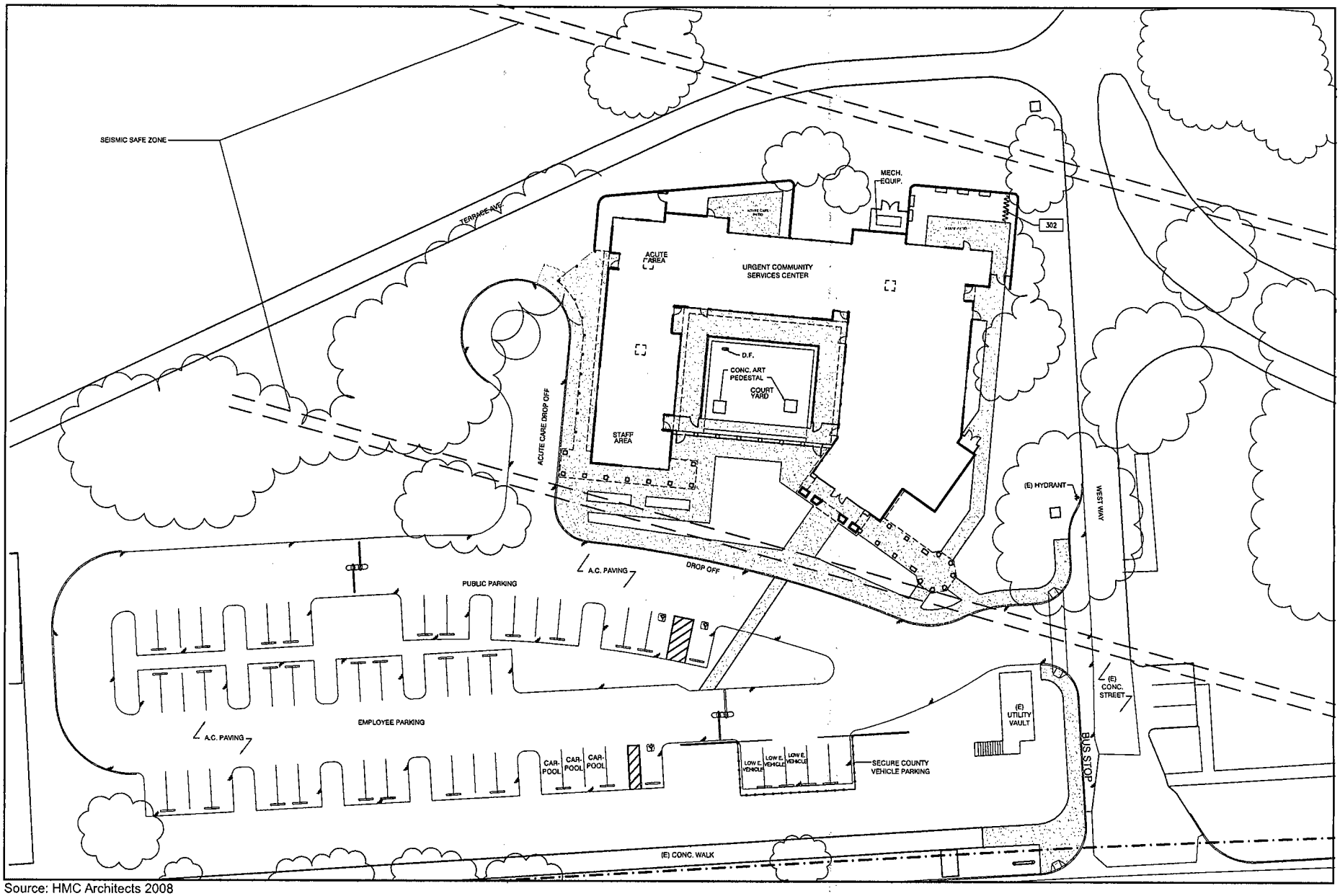
N
W E
S

1 inch equals 200 feet

0 100 200 400 Feet

Project Boundary

Figure 2-2
Vicinity Map



Source: HMC Architects 2008

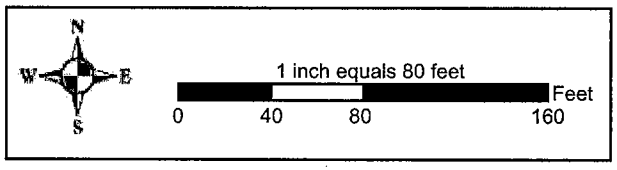


Figure 2-3
Proposed Project

2.3 DESCRIPTION OF PROJECT

PROJECT SITE

The entire OVMC campus comprises over 500 acres in Sylmar, north of Olive View Drive into the foothills, extending beyond Bledsoe Drive on the east and to Bucher Avenue on the west. Most medical center services are carried out near the main hospital building, located north of Olive View Drive, between Reagan Road and Kennedy Drive. This central area consists of the primary hospital facility, parking, and utilities. The six-story medical center building is approximately 440,000 gross square-feet, and houses outpatient and inpatient services. Related uses at the medical campus include cogeneration and utility facilities, administration and finance offices, and police and security services. Parking, maintenance, and administrative functions are located west of Kennedy Drive; parking and hospital recreation facilities are located north of Saranac Avenue; and parking and utilities are located east of Reagan Road. The proposed psychiatric center would be located on an approximately 2-acre parcel in the western portion of the campus. The project site is bounded by West Way on the east, Olive View Drive on the south, and Jacaranda Terrace to the north. Medical record storage buildings are located on the adjacent parcel to the west, while an administration building is located to the east, across West Way. The project site is currently comprised of an undeveloped vegetated area and an asphalt parking lot. Four existing temporary trailers would be removed as part of the proposed project. A bus turn-about would be installed to serve the project site.

CONSTRUCTION SCENARIO

Construction of the project would occur in three phases: (1) site preparation; (2) building construction; and (3) site finishing/paving. Site preparation would include vegetation clearing and grading and minor demolition of an underground utility tunnel. The tunnel is approximately 2.5 feet high, 3 feet wide, and contains asbestos containing materials (ACMs) in the insulation. All known asbestos-containing materials, and any materials that test positive for ACMs shall be removed by a contractor registered with the State License Board and CAL-OSHA and disposed of according to all applicable federal and state requirements. Approximately 0.7-acre of vegetation, including up to 18 trees protected by City of Los Angeles Ordinance, would be cleared from the northern portion of the site. Construction of the approximately 10,000 square-foot building would include excavation and foundation construction. Site finishing would include utility connection, landscaping, and paving and painting of the parking area. The parking area would be painted to include 56 parking spaces.

Construction of the center would begin in October 2009 and would be expected to continue for approximately 15.5 months. Table 2-1 presents the proposed construction schedule. Access to the site would be via West Way, along the southeast side of the property. Construction staging would occur entirely within the project site. Construction activities would only occur on weekdays, between 7:00 AM and no later than 4:00 PM.

TABLE 2-1 PROPOSED CONSTRUCTION SCHEDULE

Phase	Duration (Approx.)
Site Preparation	1.5 months
Building Construction and Site Finishing	14 months
Total	**15.5 months**

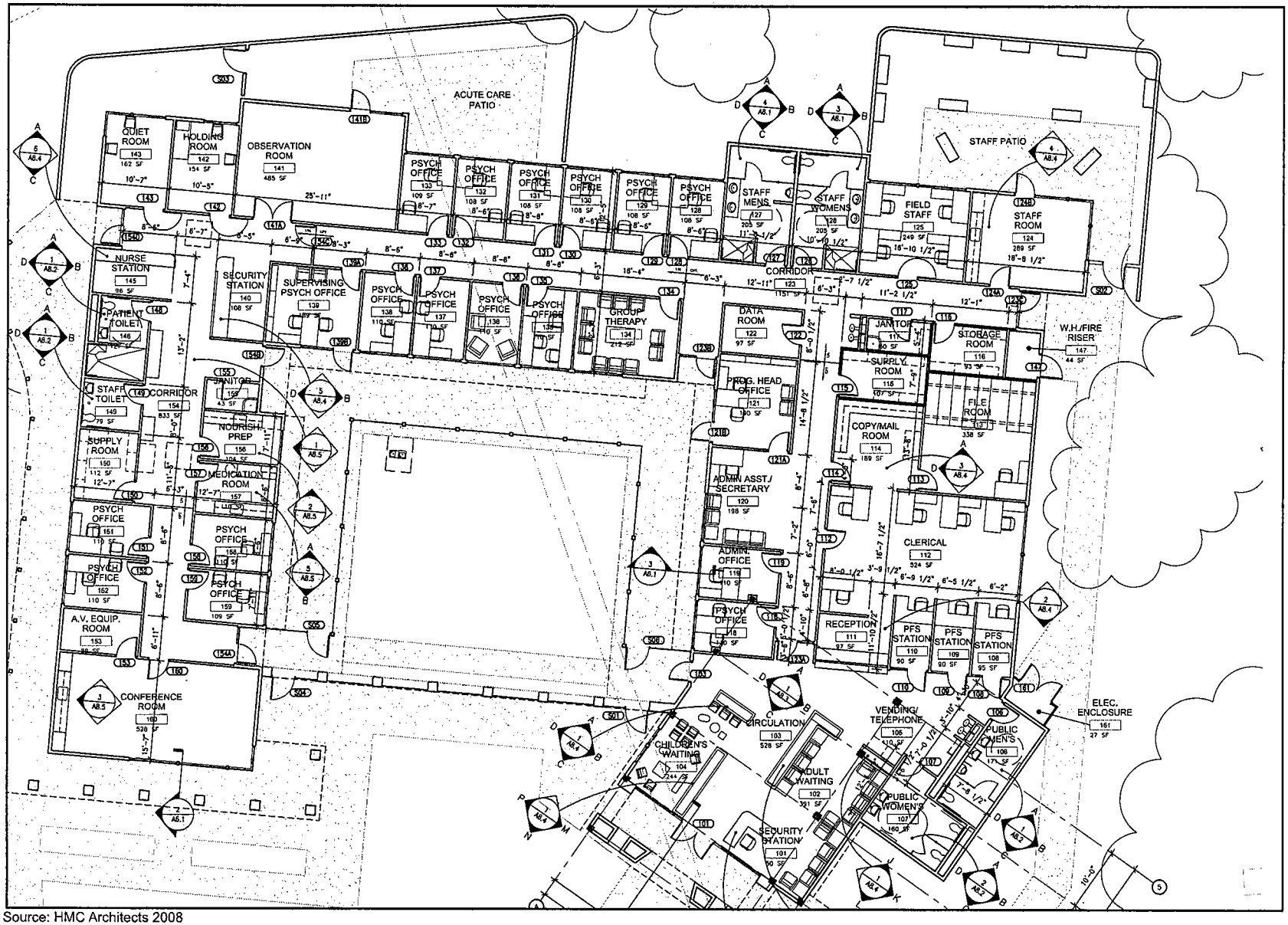
Construction-Related Energy Saving Measures

As energy saving measures, the construction specifications would include a requirement that construction waste shall be segregated for recycle or reuse, rather than sent to a landfill. Additionally, recycled building materials shall be used where feasible.

PROJECT OPERATION

The proposed psychiatric urgent care center would consist of approximately 6 patient services rooms, a reception/check-in room, a separate child and adult waiting room, 18 offices for psychiatrists, psychologists, and other mental health related counselors and social workers, 6 restrooms, 5 support services rooms, including janitorial and security areas, and 13 associated administrative and operational rooms, including financial, programmatic, and filing/storage rooms (see Figure 2-4). An open-air courtyard would also be created in the center of the building for staff and visitor use. Site access would be via Olive View Drive to West Way. Two drop-off locations would be created as part of the site plan: an acute care drop-off point with a turn-about at the west side of the building; and a general drop-off location at the front (southern) side of the building.

The psychiatric building would provide a full array of emergency outpatient mental health services to children, adults, and seniors consistent with the Mental Health Services Act (MHSA). The volume of patients that the proposed psychiatric center would serve would fluctuate depending on number of referrals from the hospital, as well as community agencies and self-referrals. It is anticipated that 44 multi-disciplinary staff would operate from the proposed building; 14 of which would be new hires to the OVMC campus. Operating hours of the building would be 8:00 AM to 10:00 PM, seven days per week.



Source: HMC Architects 2008

N
W E
S
No Scale.

Figure 2-4
Proposed Building Layout

Operational Energy Saving Measures

The proposed psychiatric urgent care center would be designed to qualify for Leadership in Energy and Environmental Design (LEED) certification at the Silver level. The proposed project would include features to directly and indirectly reduce energy use. Direct reductions would result from the following:

- Skylights to provide solar lighting and heating
- Energy efficient insulating and glazing materials
- Efficient parking lot lighting
- "Cool roof" design to reduce solar absorption
- High efficiency lighting controlled by motion sensors
- Energy efficient appliances
- Purchase of green power from utilities

The use of water in Southern California requires considerable energy as most of the water is transported from the California delta or the Colorado River. Therefore, water conservation results in indirect energy savings and GHG reduction. Accordingly, indirect reductions in energy use would result from the following:

- High efficiency plumbing fixtures
- Water efficient landscaping including native planting, minimal grass, and use of a water efficient irrigation system
- Bioswales to retain storm water onsite and reduce irrigation requirements

Reductions in vehicle emissions also contribute to a reduction in energy use. Therefore, the proposed project would include facilities for bicyclists, including lockers, showers, and secure bicycle storage. Additionally, the proposed project would include onsite roadway improvements to include a future bus stop in accordance with alternative transportation policies.

3 INITIAL STUDY CHECKLIST

1.	**Project title:**	Olive View Psychiatric Urgent Care Center
2.	**Lead agency:**	County of Los Angeles Department of Public Works 600 South Fremont Avenue Alhambra, California 91803-1331
3.	**Contact person:**	Hoda El Sokkary County of Los Angeles Department of Public Works Project Management Division I 900 South Fremont Avenue Alhambra, California 91803-1331
4.	**Project location:**	14445 Olive View Drive Sylmar, CA 91342 APN 2582003905
5.	**General plan designation:**	Public Facility
6.	**Zoning:**	[Q]PF-1VL
7.	**Description of project:**	The County of Los Angeles proposes to construct an approximately 10,000 square-foot psychiatric urgent care building to accommodate up to 40 patients per day in a clinical outpatient setting.
8.	**Surrounding land uses/setting:**	The project site is located adjacent to Olive View Drive immediately west of West Way. Multi- and single-family residences occupy land on the opposite side of Olive View Drive and other Medical Center uses surround the site to the north, east, and west.
9.	**Other public agencies whose approval is required:**	None

3.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by the proposed project and will be further evaluated in the EIR.

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality	☐ Land Use/Planning
☐ Mineral Resources	☐ Noise	☐ Pedestrian Safety
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities/Service Systems	☐ Mandatory Findings of Significance

3.2 DETERMINATION:

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ☐

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. ☒

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ☐

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. ☐

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. ☐

Signature

04/14/09
Date

Hoda El Sokkary
County of Los Angeles
Department of Public Works

	Potentially Significant Impact	*Less than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
1. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?			X	
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c. Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?			X	
e. Create a new source of substantial shade or shadow that would adversely affect daytime views in the area?			X	
2. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b. Conflict with existing zoning for agricultural use, or a Williamson act contract?				X
c. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?			X	

	Potentially Significant Impact	*Less than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d. Expose sensitive receptors to substantial pollutant concentrations?			X	
e. Create objectionable odors affecting a substantial number of people?			X	
4. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		X		

	Potentially Significant Impact	*Less than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?				X
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?		X		
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d. Disturb any human remains, including those interred outside of formal cemeteries?				X
6. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b. Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill?			X	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X

	Potentially Significant Impact	*Less than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
7. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

	Potentially Significant Impact	*Less than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
8. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?			X	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?			X	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			X	
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f. Otherwise substantially degrade water quality?			X	
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?				X
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j. Inundation by seiche, tsunami, or mudflow?				X
9. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?				X

	Potentially Significant Impact	*Less than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
10. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
11. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

	Potentially Significant Impact	*Less than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
12. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
13. PUBLIC SERVICES.				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?				X
iv) Parks?			X	
v) Other public facilities?				X
14. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				X

	Potentially Significant Impact	*Less than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
15. TRANSPORTATION/TRAFFIC. Would the project:				
a. Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			X	
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X	
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e. Result in inadequate emergency access?			X	
f. Result in inadequate parking capacity?			X	
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X
16. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	

	Potentially Significant Impact	*Less than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
e. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g. Comply with federal, state, and local statutes and regulations related to solid waste?			X	
17. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b. Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.			X	
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?			X	

This page intentionally left blank.

4 IMPACTS AND MITIGATION MEASURES

4.1 AESTHETICS

WOULD THE PROJECT:

a) HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?

Less than Significant Impact. The OVMC lies at the foothills of the San Gabriel Mountains. Views of the mountains are available from most areas of the project site, to the north. The proposed project would construct a one-story psychiatric urgent care center on a currently unused lot in the western portion of the campus. The one-story center would also not affect views. The project site is located within a developed, urban area. The residences to the south of the proposed center site are located across Olive View Drive and the Foothill Freeway and views of the mountains would not be obstructed by the center. Accordingly, impacts to scenic vistas from the proposed project would be less than significant.

b) SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS WITHIN A STATE SCENIC HIGHWAY?

No Impact. The project site is located at adjacent to the Foothill Freeway, which has not been designated as a State Scenic Highway but is eligible for designation. The relatively small size of the proposed urgent care center would not alter views from the Foothill Freeway. The one-story height would be in keeping with the City of Los Angeles General Plan zoning and would be located in an already developed, urban area. No resources within a State scenic highway would be altered as a result of the proposed project. Therefore, no impacts to resources along scenic highways would occur as a result of the proposed project.

c) SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?

Less than Significant Impact. An approximately 10,000 square-foot one-story urgent care center would be constructed at the intersection of West Way and Jacaranda Terrace. The center would be constructed with compatible building materials and finishes and would be consistent in size and usage for the surrounding area. Lighting would be installed as part of the new center construction; however, the nearest receptors, the residences located across Olive View Drive and the Foothill Freeway, are located approximately 600 feet away at a lower elevation than the proposed project site and would not be able to see the site. Since the proposed project would expand an existing use in a visually compatible and low-profile way, impacts to the visual character and quality of the site and the surroundings would be less than significant.

d) CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE, WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?

Less than Significant Impact. As discussed above, new lighting would be installed as part of the proposed project. However, the lighting would not be visible to the nearest receptors and no substantial light or glare would be created by the proposed project. Accordingly, impacts would be less than significant.

e) CREATE A NEW SOURCE OF SUBSTANTIAL SHADE OR SHADOW THAT WOULD ADVERSELY AFFECT DAYTIME VIEWS IN THE AREA?

Less than Significant Impact. The center would create shade and shadow within the project site. However, the relatively small size of the proposed center would create localized shade and shadow, which would not extend to any sensitive receptors, including the residential uses located across Olive View Drive and the Foothill Freeway. Impacts from shade and shadow would be less than significant for the proposed project.

4.2 AGRICULTURE RESOURCES

In determining whether impacts to agriculture resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

WOULD THE PROJECT:

a) CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE (FARMLAND), AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?

No Impact. The project would be located entirely within the existing OVMC campus on an undeveloped parcel comprised of vegetation and a paved lot. The site is not designated as farmland by the State, and there are no farmlands located onsite or in the immediate area (CDC DLRP 2002). The project site is currently. No impacts to farmland would occur as a result of the proposed project.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project site is zoned [Q]PF-1VL, Public Facilities (City of Los Angeles Department of City Planning 2008). There are no agricultural designations associated with the site, nor are there Williamson Act contracts for the site. No impact to would occur as a result of the proposed project.

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

No Impact. The site is not designated as farmland, and there are no farmlands located at the project site or in the immediate area (DLRP 2002). As the project site is not farmland and is not used for agricultural purposes, the proposed project would not result in conversion of farmland to non-agricultural uses. No impact would occur.

4.3 AIR QUALITY

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP)

Less than Significant Impact. The OVMC site lies within the South Coast Air Basin (Basin), which is managed by the South Coast Air Quality Management District (SCAQMD). National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone (O_3), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), inhalable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead (Pb). The CAAQS also set standards for sulfates, hydrogen sulfide, and visibility.

Areas are classified under the Federal Clean Air Act as either "attainment" or "non-attainment" areas for each criteria pollutant based on whether the NAAQS have been achieved or not. Attainment relative to the State standards is determined by the California Air Resources Board (CARB). The project site is located in the Los Angeles County portion of the Basin. Los Angeles County is designated as a Federal and State non-attainment area for O_3, PM_{10}, and $PM_{2.5}$ and an attainment area for CO, SO_2, NO_2, and Pb (Table 4.3-1).

TABLE 4.3-1 ATTAINMENT STATUS FOR THE LOS ANGELES COUNTY PORTION OF THE SOUTH COAST AIR BASIN

Pollutant	Attainment Status	
	Federal	State
O_3 – 1-Hour	--[1]	Non-attainment Extreme
O_3 – 8-hour	Non-attainment Severe 17	
PM_{10}	Non-attainment Serious	Non-attainment
$PM_{2.5}$	Non-attainment	Non-attainment
CO	Attainment	Attainment
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment
Pb	Attainment	Attainment

Sources: USEPA 2008; CARB 2008
1- Repealed by law in June 2005.

The applicable air quality plan is the SCAQMD Air Quality Management Plan (AQMP), which is the plan for attaining the state O_3 standard (SCAQMD 2006a). The AQMP details goals, policies, and programs for improving air quality. The 2003 AQMP updates the plans for attainment of the federal standards for O_3 and PM_{10}, replaces the 1997 attainment demonstration for the federal CO standard, provides a basis for a maintenance plan for CO for the future, and updates the maintenance plan for the federal NO_2 standard that the Basin has met since 1992. The 2003 AQMP was adopted by the SCAQMD in August 2003 and approved, with modifications, by the CARB in October 2003 (SCAQMD 2006a). The CARB submitted the AQMP to the USEPA on January 9, 2004 as part of the State Implementation Plan.

A draft version of the 2007 AQMP was released to the public, and public workshops were held in October, November, and December 2006 (SCAQMD 2006b). The 2007 AQMP was adopted by the SCAQMD Governing Board on June 1, 2007. The purpose of the 2007 AQMP for the Basin is to set forth a comprehensive program that will lead the region into compliance with federal 8-hour ozone and $PM_{2.5}$ air quality standards.

The addition of the proposed psychiatric center would not conflict with or obstruct the implementation of the AQMP. No land uses are proposed that are different from those anticipated for the property in long range planning. Standards set by the SCAQMD, CARB, and Federal agencies relating to the project would be required and incorporated at applicable design and approval stages. Specific air quality impacts related to criteria pollutants are discussed below. Impacts related to obstructing implementation of air quality plans would be less than significant.

COUNTY ENERGY AND ENVIRONMENTAL POLICY

Greenhouse Gas (GHG) Emissions Background Information

Global climate change refers to variances in Earth's meteorological conditions, which are measured by wind patterns, storms, precipitation, and temperature. The term climate change is often used interchangeably with the term global warming, but according to the National Academy of Sciences, "the phrase 'climate change' is growing in preferred use to 'global warming' because it helps convey that there are other changes in addition to rising temperatures." Climate change is any significant change in measures of climate (such as temperature, precipitation, or wind) lasting for an extended period (decades or longer). The Earth's climate has changed many times during the planet's history, with events ranging from ice ages to long periods of warmth. Historically, natural factors such as volcanic eruptions, changes in the Earth's orbit, and the amount of energy released from the Sun have affected the Earth's climate. Various gases in the earth's atmosphere, classified as atmospheric GHG, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface, and a smaller portion of this radiation is reflected back toward space. The earth emits this radiation, which was initially absorbed, back to space, but the properties of the radiation have changed from high-frequency solar radiation to lower frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. The earth has a much lower temperature than the sun; therefore, the earth emits lower frequency radiation. Most solar radiation passes through GHG emissions; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate on Earth. Without the Greenhouse Effect, Earth would not support life as we know it. Prominent GHG emissions contributing to the Greenhouse Effect are carbon dioxide (CO_2) and CO_2 equivalents (CO_2e), which primarily include methane (CH_4), nitrous oxide (N_2O), water vapor, hydrofluorocarbons, chlorofluorocarbons, and sulfur hexafluoride.

Beginning late in the 18th century, human activities associated with the Industrial Revolution have also changed the composition of the atmosphere. CO_2 is the most important anthropogenic GHG. The global atmospheric concentration of CO_2 has increased from a pre-industrial (roughly 1750) value of about 280 parts per million (ppm) to 379 ppm in 2005, primarily due to fossil fuel use with land use change providing a significant but smaller contribution. The annual rate of growth in CO_2 emissions continues to increase, with a larger annual CO_2 concentration growth rate during the last 10 years (1995-2005 average: 1.9 ppm per year increase), than since the beginning of continuous direct measurements in 1960.

Like CO_2, the global atmospheric concentration of methane (CH_4) in 2005 exceeded its pre-industrial value. CH_4 growth rates have declined since the early 1990s with total emissions being

nearly constant during this period. The observed increase in CH_4 concentration is very likely (at least 90 percent likelihood) due to anthropogenic activities, primarily agriculture and fossil fuel use. The atmospheric concentrations of CO_2 and CH_4 in 2005 greatly exceed the natural range over the last 650,000 years. The global concentration of nitrous oxide (N_2O) in 2005 also exceeded the pre-industrial value. The growth rate in N_2O concentration has been approximately constant since 1980. More than a third of all N_2O emissions are anthropogenic and primarily due to agriculture.

Eleven of the last twelve years from 1995-2006 rank among the 12 warmest years in the instrumental record of global surface temperature (since 1850). An increase in global surface temperature of .74°C (0.56°C to 0.92°C) occurred during the 100-year period from 1906-2005. Emissions of GHG emissions contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors (CEC 2006a). The global scientific community has expressed very high confidence (i.e., at least 90 percent) that global climate change is anthropogenic (i.e., caused by humans) and that global warming will lead to adverse climate change effects around the globe (IPCC 2007).

State Legislation

The State of California has traditionally been a pioneer in efforts to reduce air pollution, dating back to 1963 when the California New Motor Vehicle Pollution Control Board adopted the nation's first motor vehicle emission standards. Likewise, California has a long history of actions undertaken in response to the threat posed by climate change. Assembly Bill (AB) 1493, signed by California's governor in July 2002, requires passenger vehicles and light duty trucks to achieve maximum feasible reduction of GHG emissions by model year 2009. AB 1493 was enacted based on recognition that passenger cars are significant contributors to the State's GHG emissions. Under the federal Clean Air Act, California is authorized to adopt motor vehicle standards stricter than federal requirements, such as those in AB 1493, if it receives a waiver from the U.S. Environmental Protection Agency. California applied for a waiver in December, 2005 that was denied by U.S. EPA in December, 2007. California filed a petition with the Ninth Circuit Court of Appeals challenging EPA's denial in January, 2008. California's waiver request has not been granted as of this writing.

On September 27, 2006, AB 32, the California Global Warming Solutions Act of 2006, was enacted by the State of California. The legislature stated that "global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California." AB 32 caps California's GHG emissions at 1990 levels by 2020. This bill represents the first enforceable Statewide program in the United States to cap all GHG emissions from major industries and include penalties for non-compliance. While acknowledging that national and international actions will be necessary to fully address the issue of global warming, AB 32 lays

out a program to inventory and reduce GHG emissions in California and from power generation facilities located outside the State that serve California residents and businesses.

California Senate Bill (SB) 97, passed in August 2007, is designed to work in conjunction with the California Environmental Quality Act (CEQA) and AB 32. CEQA requires the State Office of Planning and Research (OPR) to prepare and develop guidelines for the implementation of CEQA by public agencies. SB 97 requires OPR by July 1, 2009 to prepare, develop, and transmit to the State Resources Agency its proposed guidelines for the feasible mitigation of GHG emissions, as required by CEQA, including, but not limited to, effects associated with transportation or energy consumption. The Resources Agency is required to certify and adopt the guidelines by January 1, 2010, and OPR is required to periodically update the guidelines to incorporate new information or criteria established by the CARB pursuant to AB 32. SB 97 would apply to any proposed or draft environmental impact report, negative declaration, mitigated negative declaration, or other document prepared under CEQA that has not been certified or adopted by the CEQA lead agency as of the effective date of the new guidelines, with certain exemptions. OPR released a technical advisory in June 2008, CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review, which provides interim informal guidance regarding steps lead agencies should take to address climate change in their CEQA documents prior to the certification and adoption of CEQA guidelines for climate change under SB 97.

CARB was tasked with establishing a "scoping" plan for achieving reductions in GHG emissions, and regulations by January 1, 2011 for reducing GHG emissions to achieve the emissions cap by 2020, which rules would take effect no later than 2012. The scoping plan was approved on December 12, 2008. In designing emission reduction measures, CARB aims to minimize costs, maximize benefits, improve and modernize California's energy infrastructure, maintain electric system reliability, maximize additional environmental and economic benefits for California, and complement the State's ongoing efforts to improve air quality.

AB 32 also directed CARB to "recommend a de minimis threshold of greenhouse gas emissions below which emissions reduction requirements will not apply" (HSC §38561(e)). In response, CARB released a preliminary draft recommendation for interim CEQA thresholds for GHG emissions on October 24, 2008. The recommendations did not include a numerical threshold for small scale projects such as the proposed project; however, compliance with energy efficiency standards and GHG emission reduction programs, such as LEED and Green Building policies was stressed.

County Policy

In addition to the State regulations, on January 16, 2007, the County of Los Angeles adopted the Energy and Environmental Policy (Policy) as part of the County's efforts to help conserve natural

resources and protect the environment. The goal of the Policy is to provide guidelines for the development, implementation, and enhancement of energy conservation and environmental programs. The Policy established an Energy and Environmental Team to coordinate the efforts of various County departments, establish a program to integrate sustainable technologies into its Capital Project Program, reduce energy consumption in County facilities by 20 percent by the year 2015, and commit to join the California Climate Action Registry to assist the County in establishing goals for reduction of GHG emissions. The County achieved the latter goal by joining the California Climate Action Registry in 2007. The Policy includes four program areas in order to promote "green" design and operation of County facilities and reduce the County's "environmental footprint". The Policy discusses goals and initiatives for each program area, as follows:

Energy and Water Efficiency

- Implementing and monitoring energy and water conservation practices;
- Implementing energy and water efficiency projects; and
- Enhancing employee energy and water conservation awareness through education and promotions;

Environmental Stewardship

- Investigating requirements and preferences for environmentally friendly packaging, greater emphasis on recycled products, and minimum energy efficiency standards for appliances, etc.;
- Placing an emphasis on recycling and landfill volume reduction within County buildings;
- Investigating the use of environmentally friendly products; and
- Supporting environmental initiatives through the investigation of existing resource utilization.

Public Outreach and Education

- Implementing a program which provides County residents with energy related information, including energy and water conservation practices, utility rates and rate changes, rotating power outage information, emergency power outage information, and energy efficiency incentives; and
- Seeking collaboration with local governments, public agencies, and County affiliates to strengthen regional, centralized energy and environmental management resources and identify and develop opportunities for information and cost sharing in energy management and environmental activities.

Sustainable Design

- Enhancing building sustainability through the integration of green, sustainable principles into the planning, design, and construction of County capital projects which:
- Complement the functional objectives of the project;
- Extend the life cycle/useful life of buildings and sites;
- Optimize energy and water use efficiency;
- Improve indoor environmental quality and provide healthy work environments;
- Reduce ongoing building maintenance requirements; and
- Encourage use and reuse of environmentally friendly materials and resources.
- Establishing a management approach that instills and reinforces the integration of sustainable design principles into the core competency skill set of the County's planner, architects, engineers, and project managers; and
- Establishing practical performance measures to determine the level of sustainability achieved relative to the objectives targeted for the individual project and overall capital program.

Since the adoption of the Policy, the County has taken steps to ensure compliance with the goals of the Policy and ultimately, AB 32. In order to meet the 20 percent reduction of energy consumption goal, the County has implemented energy efficient projects in County facilities, specifically retrofitting or replacing building lighting systems and air conditioning equipment. Accordingly, annual electrical consumption in County facilities was reduced by 2.31 percent in 2007 and 3.09 percent in 2008; annual gas consumption was reduced by 1.17 percent in 2007 and 1.83 percent in 2008 (LACDPW 2008). Additionally, the Los Angeles County Recycled Water Task Force accomplished the following milestones towards their goal of recommending and implementing the use of recycled water for non-potable purposes to meet the demands of an additional 1.3 million people:

- Established membership in the Water Reuse Association and the Los Angeles County Recycled Water Advisory Committee;
- Secured adoption of an ordinance by the Board naming the Director of Public Works or his designee the lead County official on matters related to recycled water.
- Assisted County Waterworks Districts in drafting revised policies and procedures to require its customers to use recycled water for non-potable, outdoor use.
- Participated in efforts to develop recycled water supplies within the Antelope Valley area of Los Angeles County.
- Prepared a draft 5 signature letter from the Board to the Governor requesting that Caltrans be directed to prepare a master plan for converting its irrigation systems to recycled water.
- Established effective working relationships with all recycled water providers within Los Angeles County.

- Assisted the Department of Parks and Recreation in beginning the capital planning process for converting all of their facilities to recycled water for irrigation purposes by the year 2020.
- Facilitated discussions between the Department of Parks and Recreation (DPR) and West Basin Municipal Water District (WBMWD) to enable delivery of recycled water to DPR facilities in WBMWD service area.
- Initiated development of a County-wide strategic plan in cooperation with the Chief Executive Office for converting all County facilities to recycled water for irrigation.
- Facilitated an agreement between the City of Los Angeles Department of Water and Power, the West Basin MWD, the Water Replenishment District, and Public Works to conduct a study of the Department's Modified Fouling Index standard for water delivered to the seawater barriers to potentially increase the amount of recycled water used for barrier injection.
- Developed County positions on bills pending in the California Assembly or Senate, including AB 1481, SB 201, and AB 2270.

The County has also developed/adopted and implemented tools and policies to support the reduction of GHG emissions, promote "green" development, and provide employees and the public with information and opportunities to reduce their energy consumption. These tools and policies include: the Electronic Products Environmental Assessment Tool which identifies and certifies environmentally preferable electronic equipment; the "green building" ordinance, which will lead to all new private development within the unincorporated areas of the County being certified under Leadership in Energy and Environmental Design (LEED) or equivalent standards, and the incorporation of Low Impact Design Standards and draught tolerant landscaping; County-sponsored recycling programs, which have distributed 40,000 desk sized paper recycling bins to County employees and require that all County departments purchase paper with a minimum 30 percent recycled content; the Vehicle Purchasing Services Program which provides incentives for County employees, retirees, family members, and contractors/sub-contractors to purchase alternate fuel vehicles; and the Single Use Bag Reduction and Recycling Program which aims to reduce the consumption and disposal of plastic carryout bags in County unincorporated areas and partner cities (LACDPW 2008).

In addition to the achievements discussed above, the County has also committed to achieve several additional goals and standards moving forward. The County has pledged to be a "Cool County" by establishing a GHG emission footprint, developing a GHG mitigation plan, working with local entities to reduce regional GHG 80 percent by 2050, and supporting further legislation to raise Corporate Average Fuel Economy standards. The County plans to install energy saving systems on all vending machines on its properties to reduce operating costs and GHG emissions. The County will also develop a program to allow employees to purchase public transportation passes through a "pre-tax" payroll plan and create a countywide "solar mapping" portal to

provide an internet-based resource for residential and commercial building owners to receive information on the viability of installing rooftop solar projects (LACDPW 2008).

As discussed above, CARB's preliminary draft recommendations for the analysis of GHG emissions in CEQA documents stressed project compliance with applicable energy efficiency standards and GHG emission reduction programs. With regards to GHG emissions, the applicable air quality plan would be the County Energy and Environmental Policy. The proposed project would incorporate the energy saving measures described in Section 2.3 to reduce GHG emissions and would be designed to qualify for LEED Silver certification. The proposed project would be designed to be energy and water efficient and would incorporate sustainable design features in accordance with LEED and the Energy and Environmental Policy. Accordingly, the proposed project would be compliant with applicable air quality plans for GHG emissions and impacts would be less than significant.

b) VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?

Less than Significant Impact. State and Federal agencies have set ambient air quality standards for various pollutants. Both CAAQS and NAAQS have been established to protect the public health and welfare. The SCAQMD has prepared the CEQA Air Quality Handbook to provide guidance to those who analyze the air quality impacts of proposed projects. Based on Section 182(e) of the Federal Clean Air Act, the SCAQMD has set CEQA significance thresholds for potential air quality impacts as shown in Table 4.3-2.

TABLE 4.3-2 SCAQMD AIR QUALITY SIGNIFICANCE THRESHOLDS

Mass Daily Thresholds[a]		
Pollutant	Construction	Operation
NO_X	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_X	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs) and Odor Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Hazard Index ≥ 1.0 (project increment) Hazard Index ≥ 3.0 (facility-wide)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
Ambient Air Quality for Criteria Pollutants		
NO_2	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards:	

1-hour average annual average	0.25 ppm (State) 0.053 ppm (Federal)
PM_{10} 24-hour average annual geometric average annual arithmetic mean	 10.4 $\mu g/m^3$ (recommended for construction) [e] 2.5 $\mu g/m^3$ (operation) 1.0 $\mu g/m^3$ 20 $\mu g/m^3$
PM2.5 24-hour average	 10.4 $\mu g/m^3$ (construction)[e] & 2.5 $\mu g/m^3$ (operation)
Sulfate 24-hour average	 25 $\mu g/m^3$
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (State) 9.0 ppm (State/Federal)
Source: SCAQMD 2007 lbs/day = pounds per day; ppm = parts per million; $\mu g/m^3$ = microgram per cubic meter	

MASS DAILY THRESHOLDS

Emissions for construction of the proposed project were quantified using the URBEMIS2007, a computer program used to estimate vehicle trips, emissions, and fuel use resulting from land use development projects (Rimpo and Associates 2008). URBEMIS computes emissions of reactive organic gases (ROG), NO_x, CO, CO_2, SO_2, PM_{10}, and $PM_{2.5}$. SCQAMD has not yet set CEQA thresholds for CO_2 emissions. Accordingly, project-specific CO_2 emissions are addressed separately in this document under the discussion of greenhouse gas (GHG) emissions, which begins on page 4-15. On projects of this type, SO_2 emissions would be negligible and are not included in the analysis below. The Technical Appendix to this document includes construction equipment assumptions and URBEMIS data sheets.

Construction Emissions

Excavation and grading activities would generate fugitive dust including PM_{10}. Operation of diesel-engine construction equipment on-site, hauling of materials to and from the site, and construction crew traffic would generate emissions of ROG, NO_x, CO, PM_{10} and $PM_{2.5}$. Estimated construction-related mass emissions for the proposed project are shown in Table 4.3-3.

TABLE 4.3-3 ESTIMATED MAXIMUM DAILY CONSTRUCTION EMISSIONS

	Estimated Emissions (lbs/day)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Proposed Psychiatric Unit June 2009 – September 2010	7	22	15	4	2
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**55**
Exceeds SCAQMD Thresholds?	No	No	No	No	No
Source: URBEMIS 2007 version 9.2.4; see Technical Appendix					

As shown in Table 4.3-3, construction emissions would not exceed SCAQMD thresholds for the proposed project. The period of peak NOx and PM_{10} emissions would be during site grading. The period of peak ROG, CO, and $PM_{2.5}$ emissions would occur during simultaneous building, painting, and paving activities. Construction emissions would be short-term, relative to the long-term operation of the project, being limited only to the time period when construction activity is taking place. As such, construction related emissions would be less than significant.

Operational Emissions

Long-term air quality impacts are those associated with the change in long-term use of the project site. Two types of air pollutant sources must be considered with respect to the proposed project: area and mobile sources. Area source emissions result from natural gas use for heating and lighting, exhaust emissions from landscape maintenance equipment, and ROG emissions from periodic repainting of the facilities. Mobile source emissions result from vehicle trips, including hospital staff, patients, visitors, deliveries, and maintenance activities. Area source emissions were calculated based on land-use characteristics. Vehicle trip generation data were provided by the project traffic engineer (Iteris 2008). Estimated operational-related mass emissions for the proposed project are shown in Table 4.3-4.

TABLE 4.3-4 ESTIMATED DAILY OPERATIONAL EMISSIONS

Operational Phase	Estimated Emissions (lbs/day)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Psychiatric Unit – beginning 2010					
Area Source Emissions	<0.5	<0.5	2	<0.5	<0.5
Vehicular Emissions	3	4	33	6	1
Total -	***3***	***4***	***35***	***6***	***1***
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**55**
Exceeds SCAQMD Thresholds?	No	No	No	No	No

Source: URBEMIS 2007 version 9.2.4; see Technical Appendix
Note: Area and vehicular emissions for some pollutants differ between summer and winter. Where there is a difference, the higher of the two values is shown.

As shown in Table 4.3-4, mass emissions from vehicle trips and operation and maintenance of the psychiatric care center would be less than SCAQMD thresholds for operation. Accordingly, operational related emissions would be less than significant.

AMBIENT AIR QUALITY FOR CRITERIA POLLUTANTS – LOCAL EMISSIONS

On-Site Emissions

The SCAQMD has promulgated methodology and standards for calculation of construction-related impacts based on Localized Significance Thresholds (LST) (SCAQMD 2003). An LST analysis is a localized air dispersion modeling analysis used to predict maximum concentration

levels of NO_2, CO, PM_{10}, and $PM_{2.5}$ emissions generated from a project site during construction that could reach nearby sensitive receptors. Air dispersion modeling is a function of multiple variables, including local-specific meteorological conditions, site-specific air pollutant emission levels, and sensitive receptor distances to the modeling site.

In order to minimize efforts for detailed dispersion modeling, SCAQMD developed screening (lookup) tables to assist lead agencies with a simple tool for evaluating impacts from small typical projects. The use of LST lookup tables is limited to projects that are five acres or smaller in size, with operations during the day, limited to 8 hours of construction operations, and with emissions distributed evenly across the proposed site. For the proposed project, LST analysis is limited to construction emissions because on-site operations emissions would be negligible.

The closest sensitive receptors to the proposed psychiatric center are the buildings immediately adjacent to the west end of the site (approximately 75 feet away). These buildings are currently used for medical document storage, but will eventually be staffed for administrative purposes. The LST methodology states that projects with boundaries located closer than 25 meters (82 feet) to the nearest receptors should use the values for 25 meters. The project site has an area of 2 acres. Table 4.3-5 shows the local emissions data and threshold values for each pollutant.

TABLE 4.3-5 LOCAL EMISSIONS

Pollutant	Maximum Daily Emissions[1] lbs/day	LST Threshold[2] lbs/day	Exceed Threshold?
Construction[3]			
NOx	23	176/100[3]	No
CO	12	553/550[3]	No
PM_{10}	4	6	No
$PM_{2.5}$	1	4	No

[1] See URBEMIS data sheets, Technical Appendix
[2] LST thresholds from SCAQMD 2003, SCAQMD 2006b or Table 4.3-2.
[3] LST thresholds for NOx and CO are higher than SCAQMD mass emissions thresholds; therefore the lower numbers, which are the mass emissions thresholds, apply.

As shown in Table 4.3-5, all emissions values would be less than the LST thresholds; the impact would be less than significant.

Off-Site Emissions

Less than Significant Impact. A CO hotspot is an area of localized CO pollution that is caused by severe vehicle congestion at signalized intersections on major roadways. An appropriate qualitative screening procedure is provided in the procedures and guidelines contained in Transportation Project-Level Carbon Monoxide Protocol (the Protocol) to determine whether a

project poses the potential for a CO hotspot (UCD ITS 1997). According to the Protocol, projects may worsen air quality if they: significantly increase the percentage of vehicles in cold start modes (i.e., the starting of a vehicle after at least one hour of non-operation) by 2 percent or more; significantly increase traffic volumes (by 5 percent or more) over existing volumes; or worsen traffic flow, defined for intersections, as increasing average delay at signalized intersections operating at Level of Service (LOS) E or F.

The project traffic study indicates that no signalized intersection affected by the project would operate at LOS E or F (reference). In accordance with the Protocol, there would be no potential for creation of a significant local CO impact, and quantitative analysis is not required. Impacts related to off-site emissions would be less than significant for the proposed project.

GHG Emissions

Construction-related impacts to global climate change would result from off-road construction equipment and on-road vehicles used for site preparation, grading, and construction of the proposed project. Emissions of CO_2 during construction were estimated with the URBEMIS2007 model. URBEMIS does not calculate GHG emissions other than CO_2; however, the additional gases typically add less than 3 percent (California Climate Action Registry 2008). Estimated construction-related GHG emissions would be 61 metric tons for 2009, 150 metric tons for 2010, and 7 metric tons for 2011 (values include the URBEMIS calculated CO_2 values plus the additional 3 percent for additional GHG emissions). The principal long-term operational sources of GHG emissions that would be generated with implementation of the proposed project are the vehicles driven by staff, patients, and vendors, and the energy use associated with operations of the facility. For vehicles, the source of GHG emissions would be the combustion of gasoline or diesel fuel in the vehicles. The main sources of GHG emissions from the facility would be on-site energy use for heating, hot water and electricity use. Emissions of CO_2 for vehicle and on-site energy use (except electrical use) were estimated in the URBEMIS 2007 computer program. The methodology of the California Climate Action Registry was used to estimate GHG emissions associated with electrical use and the additional 3 percent contribution for other GHG emissions. For the proposed project, operation-related GHG emissions were calculated to be 674 metric tons per year (577 metric tons per year from vehicle use, 15 metric tons per year for on-site energy use (except electrical use), and 82 metric tons of electrical use). Because both construction and operation of the proposed project would occur during the year 2011, it is necessary to add the construction-related GHG emissions for 2011 to the partial year operation-related GHG emissions to determine the total GHG emissions for that year. As such, combined construction/operation GHG emissions were determined to be 656 metric tons per year (649 metric tons per year of operation-related GHG emissions and 7 metric tons per year of construction-related GHG emissions).

Global climate change is caused by the addition of massive quantities of GHG emissions to the atmosphere due primarily to human activities in the last 150 years from all over the world. For example, about 29 billion metric tons of CO_2 were added to the Earth's atmosphere in 2006 alone (Energy Information Administration 2006). Additionally, AB 32 caps California's GHG emissions at 1990 levels by 2020, which CARB has determined to be 427 million metric tons per year (CARB 2007). Accordingly, the highest amount of GHG emissions calculated for the proposed project (674 metric tons per year) would represent 0.0000023 percent of current 2006 yearly global emissions and 0.00016 percent of desired yearly California emissions. If viewed apart from the GHG emissions produced by activities elsewhere in the world, the mass of GHG emissions generated by the construction and operation of an individual project such as the proposed project would be so minute that the concentration of GHG emissions in the atmosphere would essentially remain the same. Therefore, the project's individual climate change impact is considered less than significant.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?

Less than Significant Impact. As discussed above, the proposed project would result in temporary increases in criteria pollutants during construction and minor increases in criteria pollutants during operation. During construction, air quality impacts would be less than SCAQMD thresholds for non-attainment pollutants. Long-term emissions would be less than 10 percent of the corresponding threshold values, which would not be a substantial or considerable quantity. Accordingly, net increases of non-attainment criteria pollutants would not be significant for the proposed project.

d) Expose sensitive receptors to substantial pollutant concentrations?

Criteria Pollutants

Less than Significant Impact. The proposed project site is within an existing operating hospital complex. As discussed above, local emissions resulting from construction of the proposed psychiatric center would result in air emissions below SCAQMD thresholds. Compliance with standard SCAQMD-required Rule 403 (Fugitive Dust), would limit the construction dust emissions further. Operational emissions would also be well below SCAQMD thresholds and less than significant. As such, emissions would not be substantial, and impacts to sensitive receptors would be less than significant.

TOXIC AIR CONTAMINANTS

Construction

Less than Significant Impact. Construction-related activities would result in short-term project-generated emissions of diesel PM from the exhaust of off-road heavy-duty diesel equipment for pavement demolition, trenching, truck hauling, paving, and similar activities. Diesel particulate material was identified as a toxic air contaminant (TAC) by ARB in 1998

The dose to which receptors are exposed is the primary factor used to determine health risk (i.e., potential exposure to TAC to be compared to applicable standards). Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the maximally exposed individual (MEI.) Thus, the risks estimated for a MEI are higher if a fixed exposure occurs over a longer period of time. According to the California Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to TAC emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the proposed project (Salinas, pers. comm., 2004). Thus, if the cumulative duration of proposed construction activities near any sensitive receptor was 2 months, the exposure would be less than one quarter of one percent of the total exposure period used for health risk calculation. Because the use of off-road heavy-duty diesel equipment would be temporary, project-generated, construction-related emissions of TACs would not expose sensitive receptors to substantial emissions of TACs. As a result, this impact would be less than significant.

Post-Construction

Less than Significant Impact. The CARB *Air Quality and Land Use Handbook: A Community Health Perspective* makes the following recommendation: Avoid siting new sensitive land uses within 500 feet of a freeway (CARB 2005). This is a general recommendation, without reference to specific traffic, site, or land use characteristics. The recommendation is made because air pollution studies have shown an association between respiratory and other non-cancer health effects and proximity to high traffic roadways. Other studies have shown that diesel exhaust and other cancer-causing chemicals emitted from cars and trucks are responsible for much of the overall cancer risk from airborne toxics in California. In addition, CARB community health risk assessments and regulatory programs have produced important air quality information about certain types of facilities that should be considered when siting new residences, schools, day care centers, playgrounds, and medical facilities. Sensitive land uses deserve special attention because children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the non-cancer effects of air pollution. There is also substantial evidence that

children are more sensitive to cancer-causing chemicals. At the proposed site, the distance from the center of the Foothill Freeway to the center of the project site is approximately 260 feet. Therefore, the project site is within the 500-foot zone considered potentially hazardous.

As noted above in the discussion of construction emissions, the severity of exposure hazard is directly related to exposure time. Unlike residences and inpatient hospitals, the proposed psychiatric center would treat patients on an outpatient basis, with no overnight stays. The facility would not have recurrent daily occupancy by children, such as schools or day care centers, nor would the facility have children engaged in activities that result in higher rates of breathing, such as playgrounds. Therefore, it is concluded that the duration of exposure to freeway-generated pollutants at the proposed facility would be less than for the receptors of concern in the CARB studies, and the impact would be less than significant.

e) CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?

Less than Significant Impact. Minor sources of odors associated with the proposed project would be primarily associated with the construction of the facilities and parking areas. The predominant source of power for construction equipment is diesel engines. Exhaust odors from diesel engines, as well as emissions associated with asphalt paving and the application of architectural coatings may be considered offensive to some individuals. However, because odors would be temporary and would disperse rapidly with distance from the source, construction-generated odors would not result in the frequent exposure of onsite receptors to objectionable odorous emissions. Additionally, operational odors such as trash generation and storage would not be significant as the project would comply with Federal, State, and local regulations regarding trash storage and disposal. As a result, short-term construction-related odors would be considered less than significant.

4.4 BIOLOGICAL RESOURCES

WOULD THE PROJECT:

a) HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATIONS, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS, OR BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE?

Less than Significant Impact After Mitigation Incorporated. The OVMC site is located within the United States Geological Survey (USGS) San Fernando 7.5-minute topographic quadrangle. Based on a review of information from the California Department of Fish and Game,

Natural Diversity Database (CNDDB) RareFind2 data (2006) for the San Fernando quadrangle, there are seven species of plants with Federal and State-listed status, and/or CNPS List 1B status, six species of wildlife that are federally- or State-listed or have other special status, and four sensitive terrestrial natural communities or habitat types that are reported from historical information for the two quadrangles as shown on Table 4.4-1.

TABLE 4.4-1 FEDERALLY AND STATE-LISTED SPECIES AND OTHER SENSITIVE OR SPECIAL-STATUS SPECIES RECORDED IN HISTORICAL DATA FOR THE USGS SAN FERNANDO 7.5-MINUTE TOPOGRAPHIC QUADRANGLE

Scientific Name	Common Name	Special Status	CNPS	Habitat
Plant Species				
Berberis nevinii	Nevin's barberry	FE, SE	List 1B	Absent
Calochortus plummerae	Plummer's mariposa lily	none	List 1B	Present
Chorizanthe parryi var. *fernandina*	San Fernando Valley spineflower	FC, SE	List 1B	Present
Dodecahema leptoceras	slender-horned spineflower	FE, SE	List 1B	Absent
Malacothammus davidsonii	Davidson's bush mallow	none	List 1B	Present
Orcuttia californica	California orcutt grass	FE, SE	List 1B	Absent
Symphyotrichum greatae	Greata's aster	none	List 1B	Absent
Fish Species				
Catostomus santaanae	Santa Ana sucker	FT, CSC	–	Absent
Amphibian Species				
Rana muscosa	mountain yellow-legged frog	FE, CSC	–	Absent
Spea (Scaphiopus) hammondii	western spadefoot	CSC	–	Absent
Reptile Species				
Aspidoscelis tigris stejnegeri	coastal western whiptail	none	–	Absent
Avian Species				
Coccyzus americanus occidentalis	western yellow-billed cuckoo	FC, SE	–	Absent
Vireo bellii pusillus	least Bell's vireo	FE, SE	–	Absent
Mammal Species				
Lasiurus cinereus	hoary bat	CSC	–	
Sensitive Vegetation Communities				
	Riversidian alluvial fan sage scrub	State sensitive	–	Absent
	southern coast live oak riparian forest	State sensitive	–	Absent
	southern cottonwood-willow riparian forest	State sensitive	–	Absent
	southern sycamore-alder riparian woodland	State sensitive	–	Absent

Sources: CNDDB (2007) and CNPS (2008)
FE: Federally listed as Endangered
FT: Federally listed as Threatened
FC: Federal Candidate species (former Category 1 candidate species) where enough data are on file to support listing
FSC: Federal Special Concern species (a "term-of-art" for former Category 2 candidates)
SE: State-listed as Endangered
CSC: California Special Concern species by CDFG
List 1B: Plants rare, threatened, or endangered in California and elsewhere

While these species have previously been documented in the San Fernando area, none of these species are reported from the project site or its immediate area. An EDAW biologist conducted a field survey to determine the presence of potentially suitable habitat for sensitive plant and animal species within the project area.

No locally sensitive species or plant communities have been documented or were observed at the site during any site visit or survey. The project site contains a paved parking lot, several portable buildings, disturbed areas with substantial cover of ruderal vegetation and a variety of mature trees, and landscaped areas primarily consisting of trees. Vegetation in disturbed areas consists of non-native grasses and forbs such as wild oat (*Avena fatua*), filaree (*Erodium cicutarium, E. brachycarpum*), and short-podded mustard (*Brassica geniculata*). Trees in disturbed areas include native coast live oak (*Quercus agrifolia*), and ornamental trees such as elm (*Ulmus parviflora*), fan palm (*Washingtonia filifera*), carrotwood (*Cupaniopsis anacardioides*), and cherry (*Prunus* sp.). Trees in landscaped areas are mostly ornamental elm trees.

The project site and adjacent areas contain mature trees and other vegetation that is suitable for use by migratory birds. The Migratory Bird Treaty Act (MBTA) of 1918 prohibits the kill or transport of native migratory birds, or any part, nest, or egg of any such bird unless allowed by another regulation adopted in accordance with the MBTA. The prohibition applies to birds included in the respective international conventions between the United States and Great Britain, the United States and Mexico, the United States and Japan, and the United States and Russia. Although no permit is issued under the MBTA, if vegetation removal within the proposed project site occurs during the breeding season for raptors and migratory birds (generally defined by the CDFG and the U.S. Fish and Wildlife Service (USFWS) as February 1 through September 15), the USFWS requires that surveys be conducted to locate active nests within the construction area. If active raptor or migratory bird nests are detected, project activities may be temporarily curtailed or halted.

Although no sensitive or listed species were observed on-site, the proposed project would remove trees that may provide nesting habitat for migratory birds. If clearing, grading, and tree removal activities for the proposed project occur during breeding bird season (generally February 1 through September 15, as described above), the proposed project would have the potential to impact nesting birds. To avoid potential impacts to native nesting birds that may be present on the site, mitigation measure BIO-1 is provided. With incorporation of this mitigation measure into the proposed project, potentially significant effects on native nesting birds would be mitigated to a less than significant level.

Mitigation Measure BIO-1. Per CDFG and USFWS accepted policies, should clearing, grading, or tree removal activities occur during the breeding season (February 1-September 15) for migratory non-game native bird species, weekly bird surveys shall be performed to detect any protected native birds in the trees to be removed and other suitable nesting habitat within 300 feet

of the construction work area (500 feet for raptors). The surveys shall be conducted 30 days prior to the disturbance of suitable nesting habitat by a qualified biologist with experience in conducting nesting bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work. If a protected nesting bird is found at any time during construction, all clearance/construction disturbance activities shall be halted in suitable nesting habitat or within 300 feet of nesting habitat (within 500 feet for raptor nesting habitat) until September 15 or additional surveys shall be conducted in order to locate any nests. If an active nest is located, clearing and construction with 300 feet of the nest (within 500 feet for raptor nests) shall be postponed until the nest is vacated and juveniles have fledged and there is no evidence of a second attempt at nesting. Construction limits shall be established in the field with flagging and stakes or construction fencing to avoid a nest and construction personnel shall be instructed on the sensitivity of the area. The results of this measure shall be recorded to document compliance with applicable State and Federal laws pertaining to the protection of native birds.

b) HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN LOCAL OR REGIONAL PLANS, POLICIES, REGULATIONS, OR BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE?

No Impact. No riparian habitat or other sensitive natural communities are present on the site. None of the State-sensitive terrestrial natural plant communities listed in Table 4.4-1 is present at the subject property. Therefore, there is no potential for adverse effects on riparian habitat or other sensitive natural communities from the proposed project.

c) HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH, VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?

No Impact. There are no jurisdictional wetlands or waters of the U.S. on the site, and construction activities would not occur on any federally protected wetlands. Therefore, potential effects on wetlands or other jurisdictional waters would not occur as a result of the proposed project.

d) INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?

No Impact. The proposed project site is located in an urbanized area that does not provide habitat for any native resident or migratory fish or wildlife species. There are no rivers, streams, or other water bodies present on the project site. In addition, the existing site is not currently used as a native wildlife nursery site. Because the site has long been isolated from native habitats, any potential habitat connections are constrained. Proposed project construction would not result in any permanent disruption to wildlife movement or migration, and no impacts would occur.

e) CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS A TREE PRESERVATION POLICY OR ORDINANCE?

Less than Significant Impact After Mitigation Incorporated. City of Los Angeles Ordinance 177404 (City of Los Angeles Department of City Planning 2008) prohibits damage or removal of any trees of the oak genus (*Quercus*), southern California black walnut (*Juglans californica* var. *californica*), western sycamore (*Platanus racemosa*), and California bay (*Umbellularia californica*) without a permit. The proposed project site contains approximately 18 trees protected by the City of Los Angeles, primarily coast live oak (*Quercus agrifolia*), that may potentially be removed.

Up to 18 trees protected by the City of Los Angeles may potentially be removed as part of the proposed project. No other policies or ordinances for biological resources apply to the project site. For all trees protected by the City of Los Angeles required to be removed for the proposed project, the County shall apply for and fulfill all requirements for a permit from the City of Los Angeles Department of Public Works. The County will pay fees for issuance of this permit and replace or relocate trees as required by the Board of Public Works. To mitigate for impacts to protected trees, mitigation measure BIO-2 is provided. With incorporation of this mitigation measure into the proposed project, potentially significant impacts to protected trees would be mitigated to a less than significant level.

Mitigation Measure BIO-2. At minimum, the County will relocate removed protected trees or replace each removed protected tree within the medical campus with at least two trees of a protected variety. Trees shall be moved to other locations on the property only if the environmental conditions of the new locations are favorable to the survival of the trees and there is a reasonable probability that the trees will survive. Replacement trees shall be at least 15-gallon or larger specimens measuring one inch or more in diameter one foot above the base, and be not less than seven feet in height measured from the base. The size of replacement trees shall

approximate those of the trees to be replaced and shall be selected based on the evaluation and opinions of a certified arborist.

f) Conflict with the provision of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

No Impact. The proposed project location does not contain biological resources that are managed under any habitat conservation plans. As such, no conflicts with conservation plans would occur as a result of the proposed project.

4.5 CULTURAL RESOURCES

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

No Impact. Archival research of the project area was conducted at the South Central Coastal Information Center (SCCIC), housed at California State University, Fullerton. The archival research involved review of historical files including an examination of historic maps and historic site inventories.

The archival research indicated that two previously identified historical resources are present within a ½-mile of project area. The first previously identified historic resource is the Olive View Medical Center (OVMC) itself. Although a formal site record is not on file with the SCCIC, this historical resource is addressed in a Phase I Archaeological Study (Wlodarski 1991) and an Environmental Impact Report (Engineering Science 1992) prepared in connection with the proposed Police Driver Training Facility. The present OVMC was originally the site of the Olive View Tuberculosis Sanitarium Complex (OVTSC). The OVTSC was constructed within and immediately west of the project area between 1919 and 1925. Much of the original complex was destroyed by a 1962 fire and 1971 earthquake, and the majority of the buildings present on-site today were built in the 1980s.

The second previously recorded resource identified as a result of the archival research is the Pioneer Memorial Cemetery (19-186537) established in the early 1800s. This resource is located approximately four blocks southwest of the project at 14400 Foothill Boulevard. The Pioneer Memorial Cemetery (also known as Morningside Cemetery and San Fernando Cemetery) is listed on the National Register of Historic Places, is a California Register Historical Landmark and is a Los Angeles Historic-Cultural Monument. Because the property is located approximately 0.25-mile from the project area, no impacts to this historical resource would not occur.

An architectural historic building survey was conducted for one building located on the OVMC property as requested by LADPW. The building, Ward 403, had been partially destroyed by fire and was determined to lack integrity. However, in the course of this peripheral survey, Ward 403 was photographed, documented on Department of Parks and Recreation (DPR) 523 forms and will be assigned a primary number by the State Office of Historic Preservation. This resource was deemed not eligible for the California Register of Historical Resources (CHRH). Accordingly, no impacts to this historical resource would occur as a result of the proposed project.

b) CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO §15064.5?

Less Than Significant Impact After Mitigation Implemented. A review of available archaeological literature, including site records, survey reports, and relevant historical maps was conducted at the SCCIC. The archival research indicated that no archaeological sites have been previously recorded within ½-mile of the project area, nor have any sites been previously recorded within the proposed project area itself.

Two archaeological resources were identified within the OVMC campus during previous cultural resources surveys and one archaeological resource was identified within the boundaries of the project site during the cultural resources survey conducted for the proposed project (see Figures 4-1 and 4-2). The first resource within the OVMC campus (OVMC-1) is a segment of the Maclay Highline (alternately spelled High Line), an underground water conveyance feature and a local spur of the Los Angeles Aqueduct, no longer in use. The line is likely named after Maclay Street, which is located in the vicinity of the line. The street is named for Charles Maclay, a California State Senator and prominent San Fernando Valley developer in the late nineteenth

century. The Maclay Highline originates from the Los Angeles Aqueduct near the Cascades in Sylmar and extends east to Maclay Reservoir. Within the proposed project area, the Maclay Highline runs between Sycamore Avenue and the Wilson Canyon Channel. Although buried, it is estimated that the segment within the OVMC campus extends approximately 1,115 feet.

The second archaeological resource (OVMC-2) identified as a result of the survey consists of two concrete foundations associated with the laundry and linens facility of the Olive View Tuberculosis Sanitarium Complex (OVTSC). The laundry building was damaged during the Northridge earthquake in 1994, and was subsequently demolished in 2004 with funding from the Federal Emergency Management Agency (Phillip Ricks, OVMC Facilities Services, personal communication 2006). The foundations are located immediately northeast of the intersection of Olive View Drive and Cobalt Avenue.

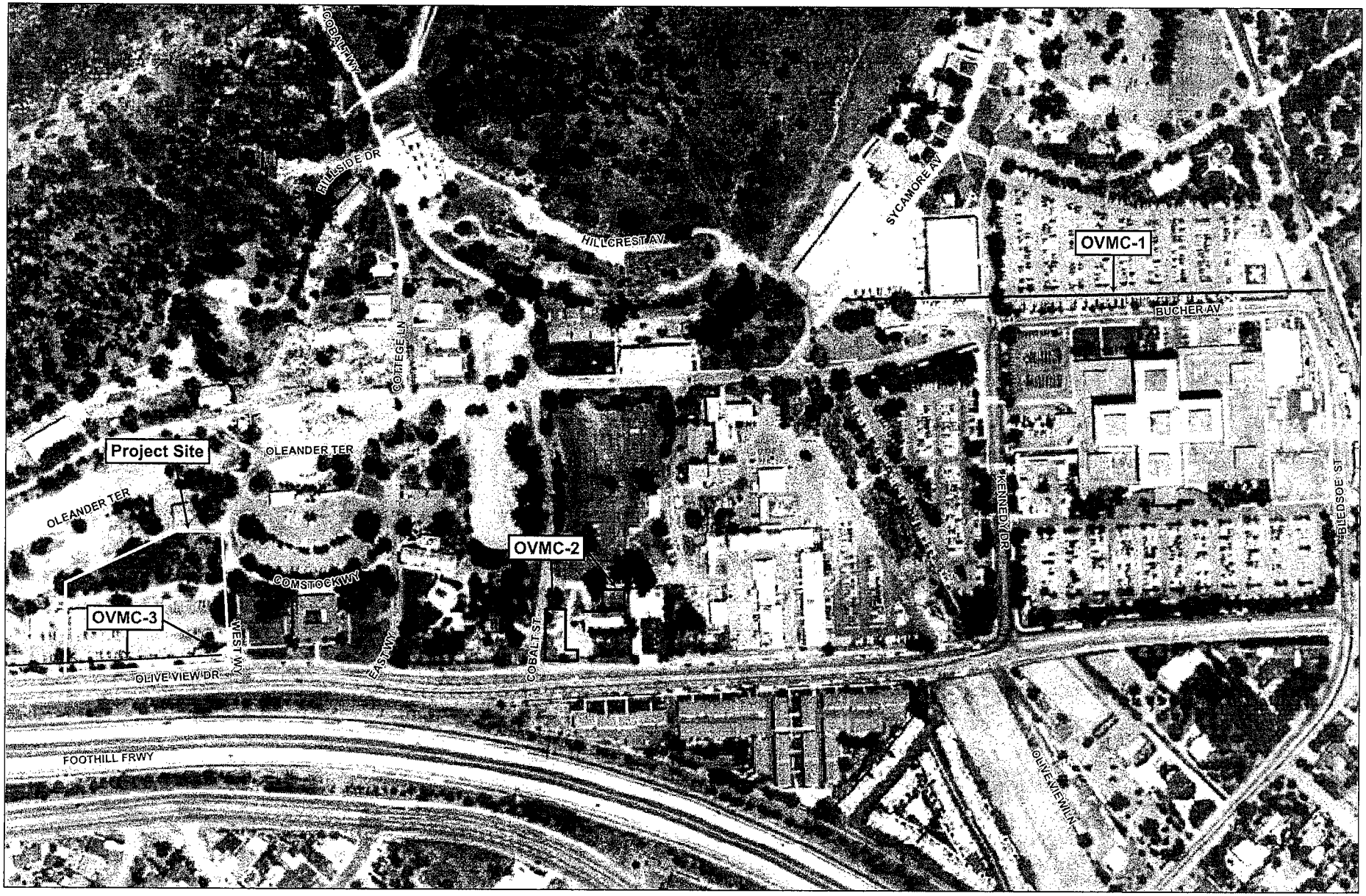
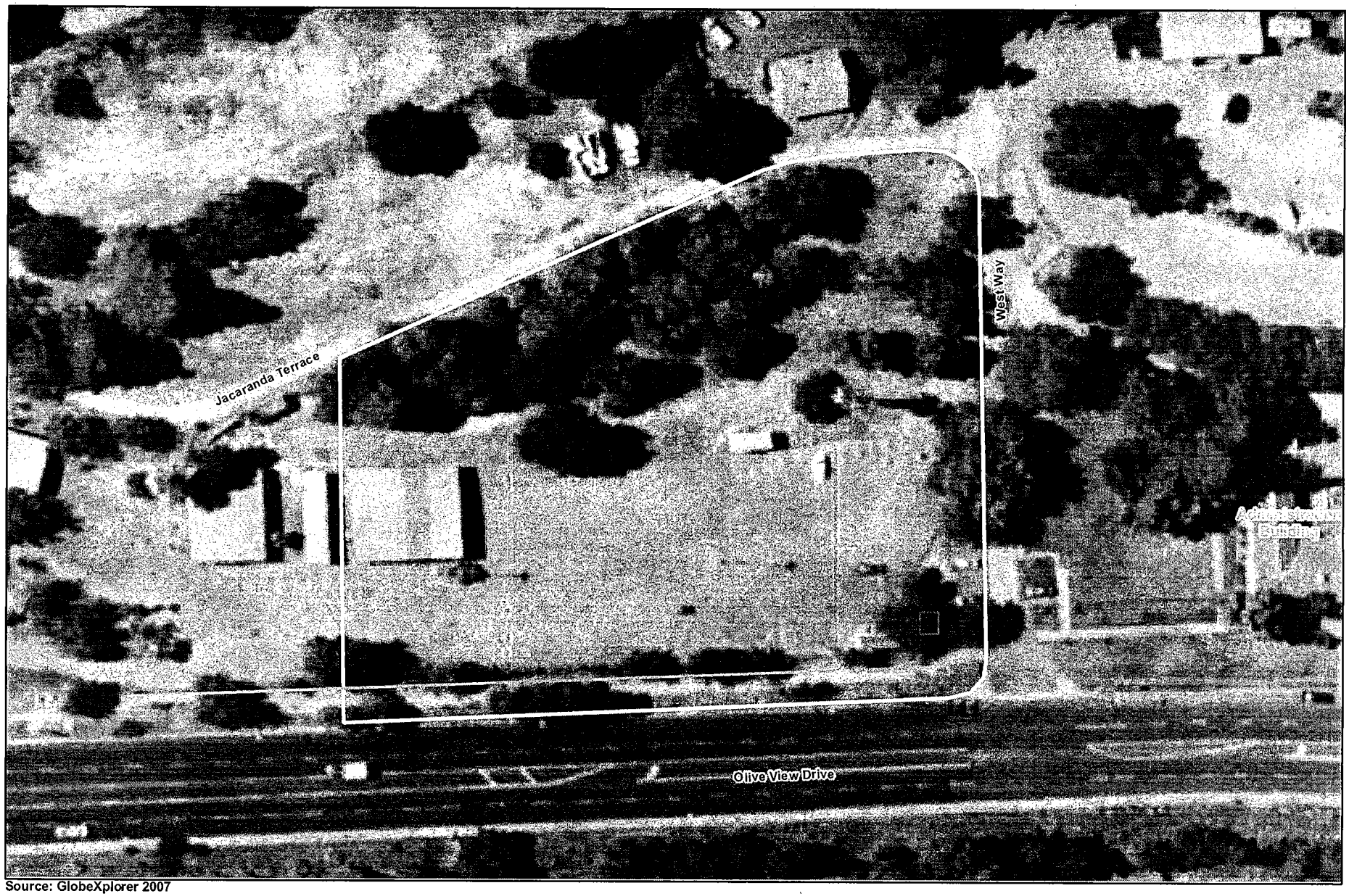


Figure 4-1
Cultural Resources Identified at the OVMC



Source: GlobeXplorer 2007

Figure 4-2
Cultural Resources Identified at the Project Site

The eastern foundation is located immediately east of the western foundation, and is outside of the project area. This feature is similar to the western foundation in terms of construction and condition, and its boundaries are similarly difficult to define, though it is clearly much smaller than its western neighbor.

The third archaeological resource (OVMC-3) is located within the project site boundaries and consists of two potentially historic features discovered during the survey (see Figure 4-1). The first feature, Men's Solarium Wards 121 &123, consists of a historic concrete building foundation and sidewalk. The concrete foundation was observed on the south side of the project area, between Olive View Drive and a chain link fence surrounding the property boundary. The area is currently being used as a horse trail. The foundation begins approximately one foot south from the fence line, and continues north under the fence. Only a small section of the foundation was visible. The majority of the foundation is under dirt, and possibly the asphalt parking lot on the north side of the fence. It appears to extend from the western end of the sidewalk approximately 300 feet to the east.

The concrete sidewalk is south of the horse trail. The northern edge of the sidewalk appears to have a rough edge and may have been broken in the past. The sidewalk extends from the corner of Olive View Drive and West Way approximately 370 feet to the west. Broken red roof tiles were observed along the horse trail. The foundation and sidewalk appear to be the remnants of the Men's Solarium Wards 121 &123 as shown on a 1925 map of the Olive View Tuberculosis Sanitarium Complex.

The second feature, Transformer Vault, is a subterranean transformer vault. The vault consists of a concrete bunker, with steps leading down to a large steel door. The door contains a metal plaque which reads "LA COUNTY 2249" and a Plexiglas sign which reads "TV 10." The vault also appears on the 1925 map, and appears to still be in use.

Resources OVMC-1, OVMC-2, OVMC-3 were documented on Department of Parks and Recreation (DPR) 523 forms and will be assigned permanent trinomial designations by the State Office of Historic Preservation. None of these resources is considered eligible for California Register of Historical Resources listing. The proposed project would not alter or remove any of the identified resources within the boundary of the project site or within the OVMC campus and no impacts would occur. Additionally, the implementation of mitigation measure CUL-1 would reduce potential impacts to previously unidentified archaeological resources to a less than significant level.

Mitigation Measure CUL-1. In the event any unidentified archaeological materials are encountered during earthmoving activities, the construction contractor shall cease activity in the affected area until the discovery can be evaluated by a qualified cultural resources specialist (archaeologist) in accordance with the provisions of CEQA Section 15064.5. The archaeologist

shall complete any requirements for the mitigation of adverse effects on any resources determined to be significant and implement appropriate treatment measures.

c) DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OF UNIQUE GEOLOGIC FEATURE?

No Impact. The OVMC project site is not a paleontological resources site, nor is it located within a paleontological resources area (City of Los Angeles Department of City Planning 1996a). No unique geologic features are known to exist within the OVMC site. The proposed project area falls into an area characterized by late to middle Pleistocene alluvial fan deposits. The soil is described as "slightly to moderately consildated silt, sand, and gravel deposits on alluvial fans" (Yerkes and Campbell 2005). The project area is not within an area known to contain paleontological resources, according to the U.S Geological Survey (Yerkes and Campbell 2005). In addition, the majority of the location of the proposed project has been previously disturbed and is currently a paved parking lot. Construction of the project would not be expected to disturb any paleontological resources or alter any geologic features not previously disturbed. As such, no impacts related to paleontological resources would occur as a result of the proposed project.

d) DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?

No Impact. No formal cemeteries or other places of human internment are known to exist at the OVMC site and no evidence of human remains was observed at the proposed project location. In addition, in the event human remains are encountered during construction activities, all work within the vicinity of the remains would halt in accordance with Health and Safety Code §7050.5, Public Resources Code §5097.98, and Section 15064.5 of the CEQA Guidelines. As such, potential impacts to human remains would not occur as a result of the proposed project.

4.6 GEOLOGY AND SOILS

WOULD THE PROJECT:

a) EXPOSE PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING:

i) RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.

Less than Significant Impact. The Alquist-Priolo Earthquake Fault Zoning Act was enacted to regulate development projects near active faults in order to mitigate the hazard of surface fault rupture. The California Geologic Survey (CGS) defines an active fault as one that has experienced surface displacement within Holocene time (the last 11,000 years) (CDC 1997). The project site is located within an Alquist-Priolo Fault Zone (CDC 1979) based on surficial ground cracking observed at the site following the February 9, 1971 magnitude 6.6 San Fernando Earthquake (URS 2005).

The proposed project site has undergone extensive geologic investigation following the observation of surface cracking. Studies conducted in 1971 by Woodward-McNeill & Associates determined that ground rupture at the site from active faulting in the future was not anticipated. Additional studies in 1974 included field mapping, trenching, borings, seismic refraction surveys, and uphole velocity surveys to produce a summary geologic cross section of the area. The cross section showed no apparent subsurface faulting beneath the site, a conclusion supported by the geophysical surveys (URS 2005).

However, the cross section showed a geologic feature which could be interpreted as a surficial thrust fault or a geologic unconformity. A geologic unconformity is a break in the stratigraphic geologic record caused by the erosion of the missing layers. The existence of a similar unconformity 2 miles east of the project site and the lack of major faulting in geologic mapping within the area support the interpretation of the feature as an unconformity and not a fault (URS 2005). Additionally, a 1973 study of the cracking following the San Fernando Earthquake by Ewoldsen and McNeill concluded that the cracking formed as a result of severe seismic shaking at the site and not from surface rupture of a fault. This conclusion was supported by Hart's 1995 investigation of similar cracking which appeared following the 1994 Northridge Earthquake (URS 2005).

Based on the conclusions of the previous studies and geologic investigations at the project site, the probability of surface rupture at the site due to faulting is considered to be small. Additionally, as shown on Figure 2-3, the proposed center is located within the seismic safety

zone. Accordingly, impacts associated with rupture of a known earthquake fault would be less than significant for the proposed project.

ii) Strong Seismic Ground Shaking?

Less than Significant Impact. The project site is located within five miles of several major faults: the Santa Susana fault, located less than 0.5 mile west of the project site; the Northridge fault, located approximately 0.6 mile northwest of the project site; the San Fernando fault, located approximately 1.8 miles southeast of the project site; the San Gabriel fault, located approximately 3 miles north of the project site; and the Verdugo-Eagle Rock fault, located approximately 5 miles southeast of the project site. In addition, several historic earthquakes have produced significant seismic shaking at the project site including the February 9, 1971 Magnitude 6.6 San Fernando earthquake, which caused significant damage to the previous hospital facilities, necessitating demolition of the original hospital building and replacement with the current structure; and the January 17, 1994 Magnitude 6.7 Northridge earthquake, which caused minor damage to the existing hospital facilities.

The damage at caused by the 1971 San Fernando Earthquake to the Olive View Medical Center highlights the importance of designing the building to resist the intense earthquake ground shaking at the site, consistent with other structures constructed in the seismically active region of Southern California. Previous building codes applicable at the time of original construction of the former buildings did not include requirements for the seismic loads experienced during those events. The proposed building would be designed to meet the requirements of the 2008 Los Angeles County Building California Building Code, which addresses the increased level of ground shaking at the site. Procedures outlined in the 2008 Los Angeles County Building California Building Code specifically require that increased earthquake loads be used to design buildings located close to active faults. These criteria would be adhered to in the design of the building.

Seismic activity at area faults may result in ground shaking at the project site; however, seismic hazards from ground shaking are typical for many areas of Southern California and the potential for seismic activity would not be greater than for much of the Los Angeles area. Additionally, as detailed above, the proposed center would be built in conformance with all applicable design and building code standards, including the elastic response spectrum as defined by Section 1631.2 of the 2008 California Building Code. Accordingly, although the area would continue to be prone to seismic ground shaking, the proposed project would have a less than significant impact related to risks associated with strong seismic ground shaking.

III) SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?

No Impact. Liquefaction typically occurs when near-surface (usually upper 50 feet) saturated, clean, fine-grained loose sands, coupled with a shallow groundwater table, are subject to intense ground shaking. The footprint of the proposed center is not located within a liquefaction hazard zone (CDC 1999). According to a Phase I Environmental Site Assessment Report prepared for the proposed project site (see Technical Appendix), groundwater beneath the site is reported at an average of approximately 71 feet below ground surface (bgs) and soils are known to be of a dense to very dense nature (URS 2008). Additionally, the proposed project would be constructed in accordance with applicable California Building Codes. Based on the relatively deep groundwater levels and the dense to very dense nature of the soils beneath the site, the potential for liquefaction at the project site is low (URS 2008). Accordingly, no impacts associated with liquefaction would occur as a result of the proposed project.

IV) LANDSLIDES?

No Impact. The proposed project site is not located within an area designated by the City of Los Angeles as a landslide zone (CDC 1999). The project area is underlain by dense to very dense alluvial soils, which are not prone to settlement under earthquake loading conditions (URS 2008). Based on the relatively dense materials underlying the site and the likelihood that the foundations of the project would extend into either engineered fill or the dense alluvial materials, the potential for significant differential seismic settlement is considered low. Accordingly, the proposed project is not expected to increase the risk or exposure of people to impacts from landslides.

b) RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?

Less than Significant Impact. The northern portion of the proposed project site contains a minor slope which would be cleared and graded during site preparation. The project would disturb an area of land greater than one acre and, accordingly, would be subject to Storm Water Pollution Prevention Plan (SWPPP) requirements for erosion and sedimentation control during construction (see Section 4.8, Hydrology and Water Quality). Best management practices (BMPs) would be undertaken to control runoff and erosion from earth-moving activities such as excavation, grading, and compaction. All grading, excavation, and construction of foundations would be performed under the observation of a representative of the geotechnical engineer. Because the project would be required to adhere to all applicable construction standards with regard to erosion control, impacts related to erosion or loss of topsoil would be less than significant for the project.

c) BE LOCATED ON A GEOLOGICAL UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIALLY RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION OR COLLAPSE?

No Impact. The site is situated near the northern margin of the Sylmar basin at the northern margin of the San Fernando Valley alluvial basin. Underlying the site is roughly 100 feet of dense to very dense Quaternary-age alluvial deposits comprised of sand, silt, gravel, and occasional cobbles. The Pleistocene-age sedimentary bedrock of the Pacoima Formation underlies the recent alluvial deposits to approximately 200 feet below ground surface (bgs). These geologic units are considered to be stable. As such, no impacts related to soil instability would occur for the proposed project.

d) BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?

No Impact. The soils beneath the project site are primarily coarse-grained and are not considered to be expansive soil as defined in Table 18-1-B of the Uniform Building Code (URS 2005). Accordingly, no impacts would occur as a result of the proposed project.

e) HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTEWATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTEWATER?

No Impact. The proposed center would connect to an existing sewer system and would not require the use of septic tanks or alternative wastewater disposal systems. As such, no impacts would occur.

4.7 HAZARDS AND HAZARDOUS MATERIALS

WOULD THE PROJECT:

a) CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS?

Less than Significant Impact. Operation of the project would involve the routine storage, transport, and disposal of medical waste. Medical waste is generally defined as any solid waste that is generated in the diagnosis, treatment, or immunization of human beings or animals, in research pertaining thereto, or in the projection or testing of biologicals. All medical waste would

be properly stored, transported, and disposed of, in compliance with the Medical Waste Management Act of California Health and Safety Code, Sections 117600-118360 that pertain to small quantity generators. No other hazardous materials would be used at the psychiatric center; therefore, no increase in public hazards would be expected to occur. Accordingly, impacts would be less than significant for the proposed project.

b) CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?

No Impact. Construction of the proposed project is not anticipated to encounter contaminated soils or groundwater. A Phase I Environmental Site Assessment (ESA) prepared for the proposed project site included a search of available environmental records (see Technical Appendix). The search revealed two individual sites (one site listed under two separate addresses) within one-quarter mile of the project site listed on five databases that record facilities of recognizable environmental conditions (RECs). Table 4.7-1 provides the details of the RECs. An additional REC, the Castle Precision Industries site, was also identified on a sixth database, the Department of Toxic Substance Control's Envirostor database; however, the site was incorrectly listed at 14148 Bledsoe Street but is actually located at 15148 Bledsoe Street, over 1.5 miles southwest of the hospital property. Accordingly, this site is not anticipated to have impacted the soil or groundwater beneath the proposed project area.

TABLE 4.7-1 REC SITES WITHIN ONE-QUARTER MILE OF THE PROJECT SITE

REC #	REC Name /Address	Location Relative to Project Site
1	LACFD Station #046 14425 Olive View Dr.	0 – 1/8 Mile East
2	OVMC 14443 Olive View Dr. 14501 Olive View Dr.	0 – 1/8 Mile East
Source: URS 2008		

REC #1 is located upgradient of the project site and is listed in the leaking underground storage tank (LUST) and Cortese databases for a release occurring on November 1, 1995. The contamination is listed as soil only and the leak is being confirmed. Because the leak has only impacted a localized area of soil only, according to the ESA, REC #1 is not anticipated to have impacted the soil or groundwater beneath the project site and no impacts would occur.

REC #2 is located adjacent to the project site and is associated with the OVMC campus. According to the ESA, the Resource Conservation and Recovery Act Small Quantity Generators (RCRA-SQG) database identified REC #2 as being a small-quantity generator of hazardous

waste; however, no violations or releases are reported. Based on the lack of violations and listing in other databases indicating a release, this REC is not expected to have a negative environmental impact on the subject property. This REC was also identified in the Facility Index System/Facility Registry System (FINDS) database that contains both facility information and 'pointers' to other sources that contain more detail. This listing indicates that the subject property is listed in the Aerometric Information Retrieval System (AIRS) for information concerning airborne pollution. This facility was identified in the HAZNET database as having generated wastes including "Oxygenated solvents, asbestos containing waste, photochemicals/photoprocessing waste, other inorganic solid waste, waste oil and mixed oil, off-specification/aged/ surplus organics, and tank bottom waste." These wastes were manifested for disposal offsite by an outside contractor. Additionally, the CHMIRS database reports one release on April 6, 2005 involving 15-pounds of mercury going into the drain at the subject property. And according to EMI, this facility has been identified to emit pollutants by the ARB and local air pollution agencies. According to the ESA, REC #2 has not impaired the soil or groundwater beneath the project site and no impacts would occur.

c) EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?

No Impact. The nearest schools to the project area are Olive Vista Middle School (14600 Tyler Street) and Sylmar Elementary School (13291 Phillippi Avenue). Both schools are located over one mile south of the project site. In addition, the proposed project would not emit any hazardous emissions and the handling of medical waste, as discussed above, would be in compliance with applicable regulations. Accordingly, no impacts to local schools would occur as a result of the project.

d) BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?

No Impact. A search of available environmental records was conducted in compliance with the requirements of ASTM Standard Practice for Environmental Site Assessments (URS 2008). The database search, included in the Technical Appendix, determined that the proposed project site is not included on a list of hazardous materials sites. Accordingly, no impacts from inclusion on a hazardous waste site would occur as a result of the proposed project.

e) FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?

No Impact. The project area is not located within and airport land use plan. The nearest airport to the project site is the Whiteman Airport located approximately 2.8 miles southeast (AirNav 2008). The proposed project would not create a safety hazard from proximity to a public airport and no impact would occur as a result.

f) FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?

No Impact. The project site is not located within the vicinity of a private airstrip. The nearest private airstrip to the site is Bohunk's Airpark Airport located approximately 27 miles northeast (AirNav 2008). No impacts related to private airstrip vicinity would occur as a result of the proposed project.

g) IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?

Less than Significant Impact. The proposed psychiatric center would not alter emergency vehicle access. All emergency procedures would be implemented within local, State, and Federal guidelines and the proposed center would conform to all City of Los Angeles access standards to allow adequate access to the center in the event of an emergency. Impacts to emergency response would be less than significant for the proposed center.

h) EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?

Less than Significant Impact. The project site is located in a designated Very High Fire Severity Zone (City of Los Angeles Department of City Planning 2008). However, the project site is currently a paved parking lot, which poses no fire hazard. In addition, the proposed project would clear and grade a currently vacant area of brush and grass, resulting in a decrease in the level of fire hazard at the site. The project would not introduce a new use to a wildland fire area; therefore, impacts related to risk from wildland fires would be less than significant for the proposed project.

4.8 HYDROLOGY AND WATER QUALITY

WOULD THE PROJECT:

a) VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?

CONSTRUCTION

Less than Significant Impact. The proposed project would be subject to the regulations established in the statewide National Pollutant Discharge Elimination Standards (NPDES) general construction activity stormwater permit administered by the Regional Water Quality Control Board (RWQCB). Specific requirements include, at a minimum, BMPs for sediment control, construction materials control, site management, and erosion control. In addition, a SWPPP would be developed for construction materials and waste management as the project would require disturbance of more than 1 acre of land. In the event construction activities require the disturbance of soil during the rainy season as defined as October 1 through April 15, a wet weather erosion control plan (WWECP) would also be developed.

Adherence to RWQCB requirements would be enforced through plan check reviews and site inspection upon and following the issuance of a building permit or grading permit. Compliance with the above-mentioned requirements would reduce sediment-laden runoff, prevent the migration of contaminants from construction areas to surface waters, and ensure stormwater discharges do not violate applicable water quality standards. As such, potential construction impacts to water quality from polluted runoff would be less than significant for the proposed project.

OPERATION

Less than Significant Impact. The proposed project would construct a 56-space parking lot on the southern portion of the site. In addition to the SWPPP, the RWQCB's Standard Urban Stormwater Mitigation Plan (SUSMP) requires parking lots with 25 or more parking spaces and potential exposure to stormwater runoff to permanently implement stormwater BMPs to prevent stormwater pollution during operation. In accordance with SUSMP requirements, design feature BMPs such as, landscaped borders, regular cleaning, proper drainage, bio-swales, and properly designed trash storage, would be included to reduce the amount of pollutants transported to the municipal storm drain system. Permanent BMPs such as cleaning and proper trash storage would be incorporated into the operation of the center. Accordingly, impacts to water quality would be less than significant for the proposed project.

b) SUBSTANTIALLY DEPLETE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED USES FOR WHICH PERMITS HAVE BEEN GRANTED)?

Less than Significant Impact. The OVMC site overlies the San Fernando Groundwater Basin, which is recharged through spreading grounds and infiltration of surface washes (DWR 2004). The proposed project would replace an 0.7-acre undeveloped vegetated area with a new urgent care center, increasing the impervious surface area of the site by 35 percent. Although the increase in impervious surface area would reduce the amount of surface water absorbed beneath the site, the project site is not located on a spreading ground or designated groundwater recharge area and would not interfere with groundwater recharge. In addition, the proposed project would use locally-provided water from an existing supply main and no wells would be drilled or operated. Accordingly, impacts to groundwater recharge and supplies would be less than significant for the proposed project.

c) SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?

CONSTRUCTION

Less than Significant Impact. The proposed project would not alter the course of a stream or river, nor would it affect the drainage pattern of the site. Construction activities would result in temporary alterations of surface drainage characteristics at the project site. Potential impacts related to erosion and siltation off-site would be addressed through compliance with Los Angeles County Drainage Policy and RWQCB requirements during construction. Erosion impacts would be less than significant for the proposed project.

OPERATION

Less than Significant Impact. Operation of the proposed project would increase the amount of impervious surface area by approximately 0.7-acre or 35 percent. However, adherence to SUSUMP requirements would ensure that no erosion or siltation would occur. No exposed soil would remain, and no erosion or siltation would occur. Urban runoff and stormwater flows would continue to discharge into the municipal storm drain system. Since the rate and quantity of

runoff from the site would not increase, impacts would be less than significant for the proposed project.

d) SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN A MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF-SITE?

CONSTRUCTION

Less than Significant Impact. As discussed above, the proposed project would not alter the course of a stream or river, nor would it affect the drainage pattern of the site. Potential impacts related to increased runoff would be addressed through compliance with the Los Angeles County Drainage Policy. Temporary construction alterations would be subject to the requirements of the RWQCB and would adhere to the SWPPP prepared for the project.

OPERATION

Less than Significant Impact. Operation of the proposed project would increase the amount of impervious surface area by approximately 0.7-acre or 35 percent; however, runoff would be temporarily retained onsite within bio-swales which would act as a barrier to the municipal storm drain and promote infiltration. Additionally, the site would remain relatively flat. Adherence to SUSUMP requirements would ensure that erosion and siltation would not result from the increase in impervious surface area. Accordingly, the amount of surface runoff would not increase substantially as a result of the project and impacts related to on- or off-site flooding would be less than significant.

e) CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORM WATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?

Less than Significant Impact. The proposed project would increase the amount of impervious surface area by approximately 0.7-acre or 35 percent; however, the parking lot would be in compliance with the requirements of the Los Angeles County Drainage Policy. As such, the rate and quantity of runoff would not be expected to substantially increase as a result of the project. Stormwater flows would only continue to be directed to the municipal storm drain system surrounding the site during excessive stormwater flows. Under normal conditions, stormwater would be retained onsite through bio-swales, which would act as a barrier to the municipal stormdrain and promote infiltration. As such, the project would not substantially increase the rate or amount of surface runoff or exceed the capacity of existing stormwater drainage systems and impacts would be less than significant for the proposed project.

f) Otherwise substantially degrade water quality?

Less than Significant Impact. Construction of the proposed project would include grading and other construction activities that could cause deterioration of water quality. However, construction would comply with NPDES regulations, through preparation of a SWPPP and incorporation of construction BMPs. Operation of the project would also implement BMPs for site design and upkeep. Compliance with these regulations and the Los Angeles County Drainage Policy would reduce potential impacts related to surface and groundwater water quality to less than significant for the proposed project.

g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The OVMC site is not located within the 100-year flood plain (Bureau of Engineering 2009). In addition, the proposed project would not involve the construction of housing. Accordingly, no significant impacts would be expected to occur.

h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

No Impact. As discussed above, the proposed project would not be located within the 100-year flood plain (City of Los Angeles Bureau of Engineering 2008). Accordingly, the project would not impede or redirect flood flows in the 100-year flood hazard area. No significant impacts would be expected to occur as a result of the proposed project.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. The Wilson Debris Basin is located approximately 0.5 mile northeast of the project site and the spillway empties into a concrete lined channel which passes along the eastern boundary of the OVMC campus. However, the debris basin is typically empty of water and meets current seismic and flood requirements (URS 2005). The project site is not located within a dam inundation area as designated by the City of Los Angeles (City of Los Angeles Department of City Planning 1994). No impacts related to flooding as a result of a failure of a levee or dam would occur as a result of the proposed project.

j) INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?

No Impact. No large bodies of water which would be susceptible to seiches are located within close proximity to the project site. In addition, the debris basin is intended to accommodate debris flows, including mudflows, and is designed to prevent downstream flooding from mass earth movement. Accordingly, no impacts associated with seiche (wave-like oscillations of water in an enclosed basin caused by earthquakes, high winds or other atmospheric conditions) or mudflow would occur as a result of the proposed project. The project site is located approximately 21 miles northeast of the Pacific Ocean and is not located within a designated tsunami hazard zone (City of Los Angeles Department of City Planning 1994). Therefore, no impacts associated with tsunami would occur as a result of the proposed project.

4.9 LAND USE AND PLANNING

WOULD THE PROJECT:

a) PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?

No Impact. The proposed project would construct an approximately 10,000 square-foot urgent psychiatric care center within an existing 500-acre site currently utilized as a medical center and campus. The project site is surrounded on the north and west by OVMC uses, with multi- and single-family residences to the east and across Olive View Drive to the south. Construction of the project would serve the UCLA campus and community, and the proposed project would not divide any established community.

b) CONFLICT WITH ANY APPLICABLE LAND USE PLAN, POLICY, OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING, BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, LOCAL COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?

No Impact. The project site is zoned [Q]PF-1VL under the Los Angeles General Plan, and is designated as "Public Facility" in the Sylmar Community Plan. The proposed project would be a permitted use under these designations, and would not conflict with any land use policies or programs (City of Los Angeles Department of City Planning 1996b). The project would serve the UCLA campus and community, and would not conflict with any land use plan.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. As discussed above under 4.4(a, b, and f), the OVMC site is not in an area that is subject to any habitat conservation plan or natural community conservation plan. Accordingly, no impact would occur as a result of the project.

4.10 MINERAL RESOURCES

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

No Impact. The OVMC site is not located within a mineral resource area as designated by the City of Los Angeles General Plan or the Sylmar Community Plan (City of Los Angeles Department of City Planning 2008). The proposed project would not result in the loss of availability of minerals and no impacts to mineral resources would occur.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. Refer to Mineral Resources response (a) above. No impact to locally important mineral resource recovery sites would occur as a result of the proposed project.

4.11 NOISE

Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Construction Noise

Less than Significant Impact After Mitigation Incorporated. Construction noise levels at and near the project site would fluctuate depending on the particular type, number, and duration of use of various pieces of construction equipment. Table 4.11-1 shows noise levels associated with

various types of construction related equipment at 50 feet from the noise source. The list was used in this analysis to estimate construction noise.

TABLE 4.11-1 TYPICAL CONSTRUCTION EQUIPMENT NOISE LEVELS

Equipment	Typical Noise Level 50 feet from source (dBA)
Backhoe	80
Compactor	82
Crane, Mobile	83
Dozer	85
Generator	81
Grader	85
Loader	85
Paver	89
Truck	88
Source: Federal Transit Administration 2006.	

The magnitude of construction noise impacts depends on the type of construction activity, the noise level generated by various pieces of construction equipment, the distance between the activity and noise sensitive receivers, and any shielding effects that might result from local barriers, including topography. A reasonable worst-case assumption is that the three loudest pieces of equipment (paver, truck, and loader) would operate simultaneously. Table 4.11-2 illustrates estimated sound levels from construction activities as a function of distance under the worst-case assumption based on the noise levels summarized in Table 4.11-1.

TABLE 4.11-2 ESTIMATED CONSTRUCTION NOISE IN THE VICINITY OF AN ACTIVE CONSTRUCTION SITE

Distance Between Source and Receiver (ft)	Geometric Attenuation (dB)	Calculated Maximum Sound Level (dBA)	Calculated Average Sound Level (dBA)
30	4	96	86
50	0	90	80
100	-6	84	74
200	-12	78	68
500	-20	70	60
Calculations based on FTA 2006. Note: This calculation does not include the effects, if any, of local shielding from walls, topography or other barriers which may reduce sound levels further. Estimates are based on calculations of a backhoe, truck, and loader operating simultaneously for one hour, including height of sources, height of receiver, and ground type factor.			

The construction noise levels presented in Table 4.11-2 represent conservative worst-case conditions in which the maximum amount of construction equipment would be operating at one time and do not include any local shielding effects. Simultaneous operation of a backhoe, truck,

and loader would result in a combined noise level of 90 A-weighted decibels (dBA) at 50 feet. These estimated maximum noise levels would not be continuous, nor would they be typical of noise levels throughout the construction period; average noise levels would be anticipated to be approximately 10 dBA less.

Los Angeles Municipal Code and the Los Angeles Building Code

Section 41.40 of the Los Angeles Municipal Code indicates that no construction or repair work shall be performed between the hours of 9:00 PM and 7:00 AM of the following day on any weekday, before 8:00 AM or after 6:00 PM on any Saturday, or at any time on any Sunday. Section 112.05 of the Los Angeles Building Code specifies the maximum noise level of powered equipment or powered hand tools. Any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet from construction and industrial machinery shall be prohibited.

The nearest sensitive receptors that would be exposed to construction noise is the Olive View Personnel building that is approximately 150 feet east of the project site. Table 4.11-2 shows that construction equipment noise during grading activities could exceed 75 dBA maximum at distances of 280 feet or less, and 75 dBA average at distances of 90 feet or less. This represents the worst-case scenario and is considered to be unlikely to occur. However, occasional noise levels in excess of the city limitation are expected to occur. Mitigation measures NOISE-1 through NOISE-3 provided below would reduce construction noise experienced at nearby land uses. Additionally, according to the code, this noise limitation shall not apply where compliance is "technically infeasible". Technically infeasible shall mean that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of equipment. As such, the proposed project would comply with the Los Angeles Municipal and Building Codes and impacts related to on-site receptors would be less than significant.

Mitigation Measure NOISE-1. The construction contractor shall require all construction equipment, stationary and mobile, to be equipped with properly operating and maintained muffling devices.

Mitigation Measure NOISE-2. The construction contractor shall require stationary construction equipment and vehicle staging areas to be placed such that the noise sources are located at the furthest project boundary from sensitive receptors.

Mitigation Measure NOISE-3. Simultaneous use of major equipment shall be minimized as feasible.

The off-site receptors closest to the project site are the residences south of Olive View Drive, I-210, and Foothill Boulevard, at a distance of more than 400 feet. Maximum short-duration noise

levels at this distance would be less than 72 dBA with average noise levels approximately 10 dBA less. The construction noise would probably be not be heard over the vehicle noise from the three roadways. Maximum, short-duration noise levels at this distance would be less than 75 dBA. These noise levels are in compliance with Los Angeles Municipal and Building Codes, and the impacts to off-site receptors would be less than significant.

OPERATIONAL NOISE

The noise levels generated by the normal operations of the proposed psychiatric center are not expected to result in a significant increase in the ambient noise levels. It is estimated that an approximately 361 new vehicle trips (ADT) to and from the OVMC would be generated daily by the project (Iteris 2008). These are small volumes when compared to existing volumes of approximately 3,700 to 10,000 ADT on the affected streets. The noise level increases would be less than 1 dBA, which would not be perceptible to most people, and the impact would be less than significant.

The project site is located within proximity to several Los Angeles County maintained debris basins, including the Wilson Debris Basin located 0.5 mile to the northeast. Periodically, sediment is removed from the debris basins and hauled away. Noise from haul trucks traveling along medical campus roads and Olive View Drive have the potential to impact the project. However, the project would be constructed with noise abatement features such as closed windows and air conditioning. Additionally, the transport of debris basin material would be a temporary maintenance requirement occurring on an as-needed basis. Accordingly, impacts associated with haul truck noise in the vicinity of the proposed project would be less than significant.

General Plan Land Use

The City of Los Angeles General Plan Noise Element acts as the policy document that outlines guidelines for noise and land use compatibility for development and planning purposes. Based on the inpatient and daytime only use of the proposed project, the guideline applicable to the proposed project would be the office category, which is shown in Table 4.11-3.

TABLE 4.11-3 GUIDELINES FOR NOISE COMPATIBLE LAND USE

Land Use Category	Day-Night Average Exterior Sound Level (CNEL dB)						
	50	55	60	65	70	75	80
Office	A	A	A	A	A/C	C	N

A Normally acceptable. Specified land use is satisfactory, based upon assumption buildings involved are conventional construction, without any special noise insulation.

C Conditionally acceptable. New construction or development only after a detailed analysis of noise mitigation is made and needed noise insulation

N Normally unacceptable. New construction or development generally should be discouraged. A detailed analysis of noise reduction requirements must be made and noise insulation features included in the design of a project.

	features are included in project design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning normally will suffice.	U	Clearly unacceptable. New construction or development generally should not be undertaken.

CNEL – Community Noise Equivalent Level
Source: City of Los Angeles Department of City Planning 1999

The principal sources of noise to the project site are vehicles on the Foothill Freeway and Olive View Drive. The noise from the freeway would be dominant. Noise levels from the freeway to the site were calculated using the SOUND2000 version of the Federal Highway Administration Traffic Noise Model, traffic volume and truck mix data from the California Department of Transportation, and an average vehicle speed of 65 miles per hour (Caltrans 2000 and 2008). The noise level at the center location is calculated at approximately 71 dBA CNEL (Community Noise Equivalent Level) The calculated noise level is in the "Acceptable/Conditionally Acceptable" range of the noise compatible land use guidelines of the City of Los Angeles, as shown in Table 4.11-3. Because the proposed urgent care center would include noise abatement features such as closed windows and air conditioning, the interior noise levels would be compatible with the proposed land use in accordance with the General Plan. Impacts would be less than significant.

b) EXPOSURE OF PERSONS TO OR GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?

Less Than Significant Impact. Implementation of the proposed project would not be expected to result in the generation of excessive groundborne vibration or groundborne noise levels. Construction of the addition would not require blasting or pile driving, and therefore would not be expected to result in groundborne vibration or noise. Groundborne vibration and noise resulting from excavation activities would be minor and impacts would be less than significant for the proposed project.

c) A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?

Less Than Significant Impact. On-site operations of the proposed psychiatric center would result in noise generation typical of a hospital or medical office facility, with vehicles coming and going, persons talking, and routine maintenance. None of these activities would cause a substantial increase in ambient noise levels in the project vicinity. As discussed above, the noise generated by additional vehicle traffic attributed to the proposed project would have a less than significant impact on permanent ambient noise levels.

d) A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?

Less Than Significant Impact. As discussed above, mitigation measures NOISE-1 through NOISE-3 would reduce impacts related to construction noise from the proposed project to a less than significant level. Additionally, impacts to the ambient noise levels in the vicinity of the proposed psychiatric center would not be significant during operation of the proposed project.

e) FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?

No Impact. As discussed in section 4.7 above, the project site is not located within an airport land use plan or within 2 miles of a public airport or public use airport. The proposed project would not result in noise impacts related to proximity to an airport.

f) FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?

No Impact. The OVMC is not located in the vicinity of any private airstrips. As such, no noise impacts from proximity to private airstrips would occur as a result of the proposed project.

4.12 POPULATION AND HOUSING

WOULD THE PROJECT:

a) INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA, EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?

CONSTRUCTION

No Impact. It is expected that during construction of the proposed project, the work force would be generated from the existing labor pool in the County of Los Angeles. No new homes or commercial businesses would be created and no infrastructure improvements would occur. As

such, no impacts to population growth during construction would occur as a result of the proposed project.

OPERATION

No Impact. The proposed center would employ approximately 44 employees during full operation, 14 of which would be new employees, creating long-term employment for a relatively small number of people. It is expected that employees at the psychiatric care center would be from the local area. The proposed project would not induce population growth, but would serve the existing population in the Sylmar community. It is not expected that implementation of the proposed project would contribute to any population changes; therefore, no impacts would occur.

b) DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?

No Impact. The proposed project would not displace any existing housing. Therefore, the project would not result in impacts to housing nor necessitate the construction of replacement housing. No impact would occur as a result.

c) DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?

No Impact. The proposed project would not displace any people, or result in the need for replacement housing. No impact would occur as a result of the project.

4.13 PUBLIC SERVICES

WOULD THE PROJECT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, NEED FOR NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES FOR ANY OF THE FOLLOWING PUBLIC SERVICES:

a) FIRE PROTECTION?

Less than Significant Impact. The City of Los Angeles Fire Department Station 91, located at 14430 Polk Street, would serve the proposed project. Station 91 is one of 7 neighborhood stations serving a 73 square-mile area in Battalion 12. Operational activities associated with the proposed project would not generate a significant number of emergency calls to the fire

department. On occasion, patients may need to be transported to a larger hospital for emergency services. In such cases, an ambulance service may be called. However, this would not be expected to occur on a regular basis and would not represent a significant increase in emergency calls in the area. The proposed project would not result in an increase in the demand for fire protection services that would necessitate new or updated facilities, and would be adequately served by existing fire protection services. The project would be constructed in accordance with Federal, State, and local requirements regulating fire safety, including turning radii, sprinklers, emergency shut-off valves, etc. Impacts would be less than significant for the proposed project.

b) POLICE PROTECTION?

Less than Significant Impact. Mission Community Police Station, located at 11121 N. Sepulveda Blvd, would serve the proposed project. In addition, the OVMC campus maintains its own security staff. The proposed uses of the project are not anticipated to generate a significant number of calls to the police department and operation of the proposed project would not generate a need for additional police protection facilities or cause any significant demand on existing police services. Impacts to police protection would be less than significant for the proposed project.

c) SCHOOLS?

No Impact. The proposed project is intended to provide needed medical services to the existing Sylmar community and would not provide new housing or a large number of employment opportunities; therefore it would not generate new students or increase the demand on local school systems. No impact to schools would occur as a result of the proposed project.

d) PARKS?

Less than Significant Impact. There are no parks within the immediate vicinity of the OVMC site. The project site is located approximately 1.09 miles north of Sylmar Park, 0.93 mile east of Stetson Ranch Equestrian Park, and 1.89 miles west of Veterans Memorial Park. In addition, the San Gabriel Mountains are located less than one mile north of the project site. The Sylmar Community Plan classifies the upper portions of the OVMC site as open space and the Sylmar Community Plan Map identifies an area less than a quarter-mile to the west as a potential equestrian trail stop and assembly area (City of Los Angeles Department of City Planning 1996b).

The proposed project is intended to serve the existing Sylmar community. Construction and operation would not affect existing or tentatively proposed parks, nor would they require the development of any new park facilities. As such, impacts to parks would be less than significant for the proposed project.

e) OTHER PUBLIC FACILITIES?

No Impact. The proposed project is not expected to adversely impact any other governmental services in the area, and would serve to benefit the local community by providing increased emergency and acute care facilities for the community. No impacts to other public facilities would occur as a result of the proposed project.

4.14 RECREATION

WOULD THE PROJECT:

a) INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?

No Impact. Refer to question 4.13(e) above. No impacts related to increased usage of neighborhood parks would occur as a result of the proposed project.

b) INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES, WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?

No Impact. The proposed project is intended to provide outpatient psychiatric services to the existing Sylmar community and would not result in the creation of any new recreational facilities or project of existing recreation facilities. As such, the proposed project would not impact existing recreational opportunities.

4.15 TRANSPORTATION/TRAFFIC

WOULD THE PROJECT:

a) CAUSE AN INCREASE IN TRAFFIC THAT IS SUBSTANTIAL IN RELATION TO THE EXISTING TRAFFIC LOAD AND CAPACITY OF THE STREET SYSTEM (I.E., RESULT IN A SUBSTANTIAL INCREASE IN EITHER THE NUMBER OF VEHICLE TRIPS, THE VOLUME TO CAPACITY RATIO ON ROADS, OR CONGESTION AT INTERSECTIONS)?

Less than Significant Impact. A traffic study was conducted for the proposed project and is included in the Technical Appendix. A total of five intersections were identified for analysis:

- Roxford Street at Interstate-210 (I-210) Westbound Ramps;
- Roxford Street at I-210 Eastbound Ramps;

- Kennedy Drive at Olive View Drive;
- Bledsoe Street/Reagan Road at Olive View Drive; and
- Bledsoe Street at Foothill Boulevard.

Originally, weekday morning and evening peak period turning movement traffic counts were conducted at the five analyzed intersections in May 2006. Due to delays in the project's original schedule, construction of the proposed center is now anticipated to begin in June 2009, and last approximately 15 months. To reflect changes that have occurred in ambient traffic growth in the area surrounding the proposed project, the original traffic counts were increased by two percent per year for two years to reflect 2008 conditions. Currently, all study intersections operate at an acceptable level-of-service (LOS) during both the AM and PM peak hours (Iteris 2008). Impacts to study intersections resulting from the proposed project were determined using the City of Los Angeles Department of Transportation (LADOT) volume to capacity (V/C) thresholds, which are presented in Table 4.15-1. A project impact would be considered significant if the following conditions were met:

TABLE 4.15-1 LADOT THRESHOLDS

Pre-project		Project V/C Increases
LOS	V/C Ratio	
C	0.700 – 0.800	0.040 or more
D	0.800 – 0.900	0.020 or more
E/F	0.900 or more	0.010 or more
Source: LADOT Traffic Study Policies and Procedures August 2003		

Construction

Construction equipment necessary for the proposed project would remain on-site in staging areas and would not require daily transport to and from the site. No roadways or intersections would be closed or require detours. Increases in traffic due to worker commute would be temporary and minor. Accordingly, impacts to traffic would be less than significant during construction of the proposed project.

Operation

Less Than Significant Impact. The proposed project would be expected to begin operation in 2011. In order to determine future base conditions of the study intersections, a six percent ambient growth rate (two percent per year) was added to the 2008 existing conditions. Under future base conditions, all study intersections would operate at an acceptable LOS during both AM and PM peak hours (Iteris 2008). Implementation of the proposed project would be expected to generate approximately 361 daily trips, of which 25 would occur during the AM peak hour and 37 during the PM peak hour (Iteris 2008). Table 4.15-2 compares the 2011 base conditions to the projected levels of service resulting from implementation of the proposed project. As shown, impacts to traffic load and capacity would be less than significant for the proposed project.

TABLE 4.15-2 INTERSECTION LEVELS OF SERVICE ANALYSIS

Intersection	2011 Base Conditions				2011 Base Conditions withProposed Project						Significant Impact?
	AM Peak Hour		PM Peak Hour		AM Peak Hour			PM Peak Hour			
	LOS	V/C	LOS	V/C	LOS	V/C	ΔV/C*	LOS	V/C	ΔV/C*	
Roxford Street at I-210 Westbound Ramps	A	0.587	A	0.557	A	0.590	0.003	A	0.563	0.006	N
Roxford Street at I-210 Eastbound Ramps	A	0.593	A	0.442	A	0.597	0.004	A	0.447	0.005	N
Kennedy Drive at Olive View Drive	A	0.478	A	0.353	A	0.480	0.002	A	0.355	0.002	N
Bledsoe Street at Olive View Drive	A	0.351	A	0.365	A	0.356	0.005	A	0.374	0.009	N
Bledsoe Street at Foothill Boulevard	A	0.336	A	0.410	A	0.337	0.001	A	0.413	0.003	N

* ΔV/C represents change in volume/capacity ratio following implementation of the proposed project

b) EXCEED, EITHER INDIVIDUALLY OR CUMULATIVELY, A LEVEL OF SERVICE STANDARD ESTABLISHED BY THE LOS ANGELES COUNTY CONGESTION MANAGEMENT AGENCY FOR DESIGNATED ROADS OR HIGHWAYS?

Less than Significant Impact. A Congestion Management Program (CMP) Mainline Freeway Segment Analysis is required for all freeway monitoring stations where the proposed project would add 150 or more trips in either direction during the AM or PM peak hours. Table 4.15-3 shows the number of trips that would be added to the Foothill Freeway as a result of implementation of the proposed expansion.

TABLE 4.15-3 PROJECT-ADDED TRIPS AT FREEWAY MONITORING STATIONS

Freeway Analysis Segment	Project-Added Trips by Direction		Traffic Impact Analysis Required?	
	WB	EB	WB	EB
Weekday AM Peak Hour				
I-210 Freeway east of Polk Street	5	1	No	No
Weekday PM Peak Hour				
I-210 Freeway east of Polk Street	3	7	No	No

As shown in Table 4.15-3, the increase in the number of trips at the freeway monitoring station is well below the 150-trip threshold and no CMP Mainline Freeway Segment Analysis is required. In addition, none of the study intersections are part of the 164 CMP Arterial monitoring locations. Accordingly, impacts to designated roads and highways resulting from implementation of the proposed project would be less than significant.

c) Results in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The proposed project does not have the potential to affect air traffic patterns. No impacts would occur as a result of the proposed project.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. A driveway, two drop-off locations, and a bus turn-about would be created as part of the proposed project: the acute care drop-off and turn about; the general drop-off in the front of the center; and a bus turn-about which would serve the public visiting the project. Design of the driveway, drop-off locations, and bus turn-about would be in accordance with LADOT standards. No hazards or incompatible uses would be created; therefore, design-related impacts would be less than significant.

e) Result in inadequate emergency access?

Less than Significant Impact. Refer to Section 4.7(g) for discussion of emergency access. Impacts would be less than significant for the proposed project.

f) Result in inadequate parking capacity?

Less than Significant Impact. The paved area located in the southern portion of the project site is currently primarily utilized by commuters meeting public transportation or carpools (EDAW 2008). During construction of the project, access to the site would be restricted and parking would be available only to construction workers. However, this lot is not an official designated parking area and ample parking is available for OVMC campus employees and visitors within multiple parking lots throughout the campus, as well as along Olive View Drive. Accordingly, impacts to parking would be less than significant for the proposed project.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No Impact. The proposed project would construct a psychiatric urgent care center and repave and paint an existing paved parking lot. As part of the project features, bicycle racks would be installed on-site. Additionally, on-site roadway improvement would be made in order to accommodate a future bus stop and turnout. Design of the improvements and turnout would comply with applicable Los Angeles County Metropolitan Transportation Authority

requirements. No existing alternative transportation features exist on the site and the creation of new features would be a benefit to adopted plans and programs supporting alternate transportation. Accordingly, no impact to alternative transportation policies, plans, or programs would occur as a result of the proposed project.

4.16 UTILITIES AND SERVICE SYSTEMS

WOULD THE PROJECT:

a) EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?

Less than Significant Impact. The City of Los Angeles Department of Public Works (LADPW) operates wastewater conveyance and treatment systems throughout the City. The Tillman water reclamation plant serves the wastewater needs of the project area. The Tillman plant has the capacity to treat up to 80 million gallons of wastewater per day (mgd) and processes an average daily flow of approximately 67 mgd (City of Los Angeles Bureau of Sanitation 2008). Accordingly, the plant operates well below capacity each day, and has adequate capacity for additional wastewater flow.

The proposed project would connect to an existing sewer line, which would transport waste to the Tillman water reclamation plant, where wastewater is treated. The wastewater would consist primarily of sanitary sewage from the proposed psychiatric center and would be treated with other wastewater in the area. Table 4.16-1 shows the expected wastewater assumptions for medical buildings.

TABLE 4.16-1 ESTIMATED WASTEWATER GENERATION BY THE PROPOSED PROJECT

Land Use	Size	Generation Rate[1]	Total Wastewater Generation (gpd)
Medical Building	10,000 sf	0.25 gallons/sf/day	2,500

Source: City of Los Angeles Bureau of Sanitation, 2004.
[1]Wastewater generation rate for Medical Building.

As shown, the proposed project is expected to produce approximately 2,500 gallons of wastewater per day. Accordingly, the project would not exceed wastewater treatment requirements and impacts would be less than significant for the proposed project.

b) REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR PROJECT OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?

Less than Significant Impact. As discussed above, LADPW operates the Tillman water reclamation plant, which serves the project area. Los Angeles Department of Water and Power (LADWP) provides water service to the City of Los Angeles and some unincorporated areas of Los Angeles County. LADWP updates its Urban Water Management Plan (UWMP) yearly to identify each year's increase in water consumption, identify available water supplies, identify conservation efforts, assess reliability of water sources and supply, and create a water contingency analysis. LADWP's UWMP is the primary document outlining and planning for the agency's future needs.

As discussed above, the Tillman water reclamation plant has adequate capacity to accept and treat wastewater from the proposed project. As such, impacts resulting from existing capacity of wastewater treatment facilities would be less than significant for the proposed project.

Construction of the proposed project would not be expected to require a significant amount of water, and would not be expected to have a significant impact on the local or regional water supplies. Existing water mains currently serving the OVMC would provide service to the project during operation. The project would employ approximately 14 new employees at maximum operation and would serve patients from the surrounding community. The project would incorporate low-flow fixtures in accordance with Federal, State, and local conservation requirements. Table 4.16-3 shows the expected operational water usage for the project.

TABLE 4.16-3 ESTIMATED WATER CONSUMPTION BY THE PROPOSED PROJECT

Land Use	Size	Consumption Rate[1]	Total Water Consumption (gpd)
Emergency Medical Center	10,000 sf	0.3 gallons/sf/day	3,000

Source: City of Los Angeles Bureau of Sanitation, 2004.
[1]Consumption rate based on 120 percent of wastewater generation rate for Medical Center.

The water usage resulting from operation of the proposed project is anticipated to be approximately 3,000 gallons per day and would not significantly impact the local supply. In addition, water supply facilities operate based on projected increases in population. As such, the project would be adequately served by existing water supplies. Therefore, impacts would be less than significant for the proposed project.

c) Require or result in the construction of new storm water drainage facilities or project of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. As discussed in Section 4.8 above, the proposed project would discharge surface runoff to the existing municipal storm drain system. The existing system would accommodate the minimal increase in stormwater flow and would not require the construction of new facilities or project of existing facilities. Impacts to storm water drainage facilities would be less than significant.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less than Significant Impact. Refer to question 4.16(b) above. As stated, the operation of the project would be expected to consume approximately 3,000 gallons of water per day, which would be adequately provided by LADWP. The proposed project's anticipated consumption and generation is considered to have minimal impact, and because the water supply and wastewater treatment facilities in Los Angeles County operate based on projected increases in population, this use would be adequately served by utility operations. The water usage resulting from operation of the proposed project would not significantly impact the local supply and impacts would be less than significant for the proposed project.

e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than Significant Impact. The center would employ approximately 44 people, 14 of which would be new hires. The proposed project would serve patients from the surrounding community. No increase in population would result and any increase in sanitary sewage to the existing sewerage system would be negligible. The existing system would have adequate capacity to serve the proposed project. Therefore, impacts would be less than significant for the proposed project.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less than Significant Impact. With the exception of construction debris, the proposed project would not result in generation of significant amounts of solid waste. Construction activities for

the project would consist of minor demolition, excavation, grading, building construction, utility connections, and paving. The total construction period is expected to last approximately 15.5 months. An estimated 200 cubic yards of construction debris would be generated during demolition, and it would be recycled or transported to the nearest landfill site for proper disposal. It is estimated that no soil would be removed from the site. The amount of debris generated would not be expected to significantly impact landfill capacities. During operation of the project, most daily waste generated would be recycled. The project would not result in the need for new solid waste facilities. Impacts would be less than significant for the proposed project.

g) Comply with Federal State, and local statutes and regulations related to solid waste?

Less than Significant Impact. With the exception of construction debris, which would be recycled or disposed of in accordance with applicable regulations, the proposed project would not result in significant generation of solid waste. The majority of the waste created during operation of the proposed project would be recycled and all medical waste would be properly disposed of in compliance with the Medical Waste Management Act of California Health and Safety Code, Sections 117600-118360 that pertain to small quantity generators. Impacts would be less than significant for the proposed project.

4.17 MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Less than Significant Impact. The analysis conducted in this IS/MND results in a determination that the proposed project would not have a significant effect on the local environment. The proposed project would construct an approximately 10,000 square-foot psychiatric urgent care center to accommodate up to 40 patients in a clinical outpatient setting. The project would be undertaken to provide outpatient psychiatric urgent care to the surrounding community. The analysis determined that the proposed project would not have the potential to result in impacts related to agricultural resources, land use, mineral resources, population/housing, or recreation. The analysis also concluded that impacts related to aesthetics/light/glare, air quality, geology and soils, hazards and hazardous materials, hydrology and water quality, public services, and utilities

and service systems would be less than significant for the proposed project. Potentially significant impacts related to biological resources, cultural resources, and noise would be reduced to a less than significant level through implementation of the provided mitigation measures. Accordingly, the proposed project involves no potential for significant impacts through the degradation of the quality of the environment, the reduction in the habitat or population of fish or wildlife, including endangered plants or animals, the elimination of a plant or animal community or example of a major period of California history or prehistory.

b) DOES THE PROJECT HAVE IMPACTS THAT ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? ("CUMULATIVELY CONSIDERABLE" MEANS THAT THE INCREMENTAL EFFECTS OF A PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS.)

Less than Significant Impact. As discussed in the IS/MND, the proposed project would result in impacts to some environmental resources. The implementation of the identified project-specific mitigation measures and compliance with applicable codes, ordinances, laws, and other required regulations would reduce the magnitude of any impacts associated with construction activities to a less than significant level.

The proposed project site is located on the existing OVMC campus, surrounded by the urban, developed neighborhood of Sylmar. At the IS/MND level of evaluation, it is not possible to identify all present and probable future projects in the vicinity of the proposed project; however, future development is anticipated and planned for in various local and regional plans applicable to the project area including the City of Los Angeles General Plan, the Sylmar Community Plan, the SCAQMD Air Quality Management Plan, the Regional Transportation Plan, the Regional Water Quality Control Plan, and the Southern California Association of Governments Regional Comprehensive Plan and Guide.

According to the State CEQA Guidelines (Section 15064(i)(3)), a Lead Agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g., water quality control plan, air quality plan, integrated waste management plan) within the geographic area in which the project is located. The proposed project is consistent with local and regional land use, air quality, water quality, and transportation plans. Accordingly, the proposed project would have a less than significant impact on these issue areas when considered cumulatively with related projects in the vicinity. Additional issue areas are discussed below.

CONSTRUCTION

Simultaneous construction activities associated with multiple projects in the project area have the potential to result in cumulative impacts related to biological resources, hydrology and water quality, utilities and service systems, and GHG emissions that cause global climate change. Cultural resources, geology and soils, hazards and hazardous materials, mineral resources, noise, recreation, and public services impacts are typically site specific and do not result in cumulatively considerable impacts when considered in conjunction with other related projects. As such, the proposed project has the potential to result in cumulative impacts to biological resources, hydrology and water quality, utilities and service systems, and GHG emissions.

As discussed, the proposed project would permanently remove vegetation in the northern portion of the site, including up to 18 trees protected by the City of Los Angeles. Although the removal of the vegetation is not considered to be significant, should construction activities occur during nesting bird season, impacts to nesting birds could occur. Mitigation provided in the analysis would reduce impacts to biological resources during construction of the proposed project to a less than significant level. Additional mitigation is provided to reduce impacts related to the removal of protected trees to a less than significant level. Related projects would also be required to comply with the survey requirements and not violate any local policies or biological resource protection ordinances in order to be consistent with all applicable Habitat Conservation Plans, Natural Community Conservation Plans, and other approved local, regional, or state habitat conservation plans. As such, the proposed project is not anticipated to result in cumulatively considerable impacts to biological resources.

With regard to hydrology and water quality, construction activities associated with the proposed project and other nearby projects have the potential to degrade water quality through contaminated runoff and erosion of exposed sediment. The proposed project would prepare a SWPPP and WWECP and implement required BMPs for water quality during construction. It is assumed that other projects in the area would implement similar mitigation measures and best management practices to avoid significantly impacting water quality. Additionally, any nearby project affecting more than one acre of land would be required to prepare a SWPPP to address site and project specific hydrology and water quality impacts associated with their project. The SWPPP would include measures the projects would be required to implement in order to prevent significant impacts to water quality. As such, it is not anticipated that the proposed project would result in cumulatively considerable impacts to water quality during construction.

Cumulative impacts to utilities and service systems resulting from construction of the proposed project and related projects could result if the amount of solid waste requiring disposal exceeded the available capacity of landfills. However, the proposed project would only require the removal and disposal of a very minor amount of construction debris during site clearing and grading. Additionally, County landfills are permitted to accept a designated approved amount of solid

waste per day and any contractor attempting to dispose of solid waste at that landfill would be required to dispose of it at another facility still accepting debris that day, or wait for the following day. Because County landfills are self-regulating in this manner, cumulative impacts related to exceeding landfill capacity would not be anticipated for the proposed project.

As discussed in Section 4.3(b), the mass of GHG emissions generated by an individual project such as the proposed project would be so minute that the concentration of GHG emissions in the atmosphere would essentially remain the same and a project's individual climate change impact is considered less than significant. However, the increasing concentration of GHG emissions in the atmosphere is caused by the aggregate GHG emissions from a variety of human activities throughout the world, including development projects. Therefore, it is appropriate to evaluate a project's contribution to global climate change in a cumulative, worldwide context.

Although no SCAQMD mass daily emissions thresholds exist for GHG emissions and no numerical threshold for small scale non-industrial projects were established by CARB's preliminary draft recommendations, a discussion of approaches to significance thresholds is included in the California Air Pollution Control Officers Association (CAPCOA) document CEQA and Climate Change (CAPCOA 2008). Included in the discussion are various levels of mass emissions thresholds. The CAPCOA report suggested a threshold of 900 metric tons of GHG emissions per year for commercial project, which would include office and non-office projects, the category most closely fitting the proposed project. Accordingly, the 900 metric tons per year threshold was determined to be the most applicable threshold for the purposes of this analysis. Additionally, the 900 metric tons per year threshold is not only the most applicable, it is also the most stringent.

As discussed in Section 4.3(b), construction-related impacts to global climate change would result from off-road construction equipment and on-road vehicles used for site preparation, grading, and construction of the proposed project. Estimated construction-related CO_2 emissions would be 61 metric tons for 2009, 150 metric tons for 2010, and 7 metric tons for 2011. Accordingly, cumulative impacts related to GHG emissions would be less than significant during construction of the proposed project. These values would be considerably less than the 900 metric tons per year threshold.

OPERATION

Typical projects would have the potential to result in cumulative operational impacts to aesthetics/light/glare, hydrology and water quality, utilities and service systems, population and housing, and GHG emissions. Operation of the proposed project would have no impact on population and housing and as such, would not have the potential to result in cumulatively considerable impacts when considered with other projects in the vicinity. Accordingly, operation

of the proposed project has the potential to result in impacts to aesthetics/light/glare, hydrology and water quality, utilities and service systems, and GHG emissions.

Although the project would alter the existing appearance of the project site by constructing a building and associated site improvements, they would be in keeping with the current use and character of the site and no other projects are currently proposed for the immediate area surrounding the project site. Accordingly, the project would not result in cumulatively considerable impacts related to aesthetics/light/glare.

With regard to hydrology and water quality, an increase in the amount of impervious surface area, such as parking lots, resulting from the proposed project and other nearby projects have the potential to degrade water quality through contaminated runoff. The proposed project parking lot would be designed to incorporate permanent stormwater BMPs to prevent stormwater pollution during operation. It is assumed that other projects in the area would implement similar mitigation measures and best management practices to avoid significantly impacting water quality. Additionally, the project site and surrounding vicinity are not located on a designated groundwater recharge area and would not interfere with groundwater recharge. As such, it is not anticipated that the proposed project would result in cumulatively considerable impacts to water quality during operation of the proposed project.

Operation of the proposed project would require the use of electricity, water supplies, landfills, and wastewater services. Large redevelopment projects in the area would be required to have adequate utility and service system supplies available prior to project approval. The increase in the usage of utilities and service systems by the proposed project would not be of a sufficient amount to result in a cumulative impact when considered with other related projects in the area.

As discussed in Section 4.3(b), the sources of operation-related GHG emissions would be vehicles driven by staff, patients, and vendors, and the energy use associated with operations of the facility. Operation-related GHG emissions were calculated to be 674 metric tons per year (577 metric tons per year from vehicle use, 15 metric tons per year for on-site energy use (except electrical use), and 82 metric tons of electrical use). Combined construction/operation GHG emissions for 2011 were determined to be 656 metric tons per year (649 metric tons per year of operation-related GHG emissions and 7 metric tons per year of construction-related GHG emissions).

These values would be less than the 900 metric ton per year threshold. Additionally, the proposed project would not conflict with or obstruct the implementation of the AQMP or alter the existing land use of the site in a way that would result in a substantial increase in pollutant emissions, including GHG. Estimated operation-related GHG emissions for the proposed project would be 674 metric tons per year, which would represent approximately 0.00016 percent of desired future California emission levels, which would not be considered significant. As

discussed, the County has adopted goals and policies with the aim of reducing GHG emissions by 20 percent by 2015 and has undertaken steps towards meeting that goal. As discussed in Section 4.3(a), the proposed project would comply with the goals and policies of the County's Energy and Environmental Policy. The proposed project would also be accounted for in County estimates of total facility GHG emissions and offset reduction goals. In addition, the proposed project would incorporate the energy saving measures described in Section 2.3 to further reduce GHG emissions and as discussed, would be designed to qualify for LEED Silver certification. Accordingly, because the proposed project's contribution to GHG would not exceed the threshold discussed above and would implement LEED Silver certification measures to further reduce energy consumption, cumulative impacts related to GHG would be less than significant during operation of the proposed project.

c) DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS, WHICH WILL CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?

Less than Significant Impact. The project would not result in substantial adverse effects on human beings, either directly or indirectly. Mitigation measures are provided to reduce the project's potential effects on biological resources, cultural resources, and noise below the level of significance. No additional mitigation measures would be required. Adverse effects on human beings resulting from implementation of the proposed project would be less than significant.

This page intentionally left blank.

5 REFERENCES

AirNav, LLC

2008 AirNav.com Airport Information Website. Available at: http://www.airnav.com/airports/. Accessed February 28, 2008.

California Air Pollution Control Officers Association (CAPCOA)

2008 CEQA and Climate Change. January.

California Air Resources Board (CARB)

2005 *Air Quality and Land Use Handbook: A Community Health Perspective.* April.

2007

2008a Area Designations. Available at http://www.arb.ca.gov/desig/desig.htm.

2008b Letter to Wayne Nastri, USEPA from James Goldstene, ARB. No subject; discussing reclassification of nonattainment areas. February 14.

California Climate Action Registry

2006 General Reporting Protocol, Version 2.1. June. Available at: http://www.climateregistry.org/docs/PROTOCOLS/ GRP%20V2.1.pdf. Accessed January 7, 2008.

2008 *Reporting Entity-Wide Greenhouse Gas Emissions*, Version 3.0. April.

California Department of Conservation (CDC)

1979 Division of Mines and Geology, State of California Special Studies Zones Revised Official Map. January 1.

1997 Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication 117.

1999 Division of Mines and Geology, Official Map of Seismic Hazard Zones, San Fernando Quadrangle. March 25.

2002 Division of Land Resource Protection (DLRP), Farmland Mapping and Monitoring Program.

California Department of Transportation (Caltrans)

2000 SOUND2000 version 3.3.

2008 California Department of Transportation Traffic Data Branch. Traffic Count Data for I-210. Available at http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/. Downloaded March 30.

California Department of Water Resources (DWR)

2004 California's Groundwater Bulletin 118, San Fernando Valley Groundwater Basin. February 27.

California Native Plant Society (CNPS)

2008 Inventory of Rare and Endangered Plants (online edition, v7-08a). California Native Plant Society. Sacramento, CA. Available at: http://cnps.web.aplus.net/cgi-bin/inv/inventory.cgi. Accessed February 20.

California Natural Diversity Database (CNDDB)

2007 Results of electronic record search. California Department of Fish and Game, Wildlife and Habitat Data Analysis Branch. September 3.

City of Los Angeles, Bureau of Engineering

2008 Navigate LA, Flood LA Website: http://navigatela.lacity.org/floodgis/. Accessed February 23.

City of Los Angeles, Bureau of Sanitation

2004 Wastewater Engineering Services Division. Estimated Water Consumption and Wastewater Generation Rates Table. September.

2008 Facility Facts and Figures Website. Available at: http://www.lacity.org/san/wastewater/factsfigures.htm. Accessed March 15th.

City of Los Angeles, Department of City Planning

1994 Safety Element Exhibit G, Inundation and Tsunami Hazard Areas in the City of Los Angeles. March.

1996a Environmental and Public Facilities Maps. September.

1996b General Plan, Land Use Element, Sylmar Community Plan. Adopted November 6.

1999 General Plan, Noise Element. Adopted February 3.

2008 ZIMAS (Zoning Information and Map Access System), website: http://zimas.lacity.org/. Accessed February 23.

City of Los Angeles, Department of Transportation (LADOT)

2003 Traffic Study Policies and Procedures. August.

County of Los Angeles, Department of Public Works (LACDPW)

2008 Los Angeles County Department of Public Works Internal Green Website. Accessed on August 26, 2008.

Department of Water Resources (DWR)

2004 California's Groundwater Bulletin 118, South Coast Hydrologic Region, San Fernando Valley Groundwater Basin. February 27.

EDAW, Inc,

2008 Biological and cultural site visits. February 21 and February 29.

Energy Information Administration

2006 *International Energy Annual.* Available at: http://www.eia.doe.gov/pub/international/iealf/tableh1co2.xls.

Federal Transit Administration (FTA)

2006 Transit Noise & Vibration Impact Assessment (FTA Report DOT-T-95-16). May.

Institute of Transportation Engineers (ITE)

2001 *Trip Generation Manual, 7th Edition.*

Iteris

2008 Olive View Medical Center Psychiatric Building Project Traffic Impact Study, City of Los Angeles. April 21.

Rimpo Associates (Rimpo)

2008 *URBEMIS2007 for Windows, Version 9.2.4* Available at http://www.urbemis.com/software/Urbemis2007v9_2.html.

Salinas, Julio

2004 Staff Toxicologist. Office of Health Hazard Assessment, Sacramento, CA. Telephone conversation with Kurt Legleiter of EDAW regarding exposure period for determining health risk. August 3.

South Coast Air Quality Management District (SCAQMD)

2003 *Final Localized Significance Threshold Methodology.* June

2006a *2003 Air Quality Management Plan.* Available at http://www.aqmd.gov/aqmp/AQMD03AQMP.htm.

2006b *Final Methodology to Calculate PM2.5 and PM2.5 Significance Thresholds.* October.

2007 SCAQMD Air Quality Significance Thresholds. Available at http://www.aqmd.gov/ceqa/handbook/signthres.pdf. December.

University of California, Davis. Institute of Transportation Studies (UCD ITS)

1997 Transportation Project-Level Carbon Monoxide Protocol (UCD-ITS-RR-97-21). December.

URS Corporation

2005 Report, Geotechnical Investigation, Emergency Services Expansion and Tuberculosis Isolation Unit Project. June 23.

2008 Draft Phase I Environmental Site Assessment, Area 4-Olive View Medical Center, Sylmar, CA. February 7.

U.S. Environmental Protection Agency (USEPA)

2008 Green Book: Currently designated non-attainment areas for all criteria pollutants. Available at http://www.epa.gov/air/oaqps/greenbk/index.html.

Yerkes, Robert F. and Russell H. Campbell

2005 Preliminary Geological Map of the Los Angeles 30' x 60' Quadrangle, Southern California. Available at: http://pubs.usgs.gov/of/2005/1019. Accessed on March 12.

6 LIST OF PREPARERS

The following firms, individuals, and agency staff contributed to the preparation of this MND:

Los Angeles County Department of Public Works (Lead Agency)

Project Management Division I
900 South Fremont Avenue, 5th Floor
Alhambra, California 91803-1331

Hoda El Sokkary, Project Manager

EDAW, Inc. (Environmental Consultant)

515 South Flower Street, 9th Floor
Los Angeles, CA 90071

Eric Wilson, Principal-in-Charge
Marisa Grivas, Project Manager
Monica Strauss, Project Archaeologist
Candace Ehringer, Project Archaeologist
Jeanette Duffels, Botanist
Jim Kurtz, Air Quality/Noise Specialist
Melissa Hatcher, QA/QC

Meyer, Mohaddes Associates

707 Wilshire Boulevard, Suite 4810
Los Angeles, CA 90017

Matthew Simons, Senior Transportation Engineer

This page intentionally left blank.

7 RESPONSE TO COMMENTS

The Draft IS/MND was distributed for public review on April 15, 2009, initiating a 30-day public review period pursuant to CEQA and its implementing guidelines. During this public review period, one acknowledgment of receipt letter was received from a public agency and no comment letters were received from agencies or citizens. A copy of the acknowledgement letter is provided in this section.

INSERT SCH COMMENT LETTER (page 1 of 2)

INSERT SCH COMMENT LETTER (page 2 of 2)

LETTER 1: STATE CLEARINGHOUSE

Comment No.	Response
1-1	The State Clearinghouse (SCH) has indicated their receipt of the Olive View Psychiatric Urgent Care Center Project IS/MND and has assigned the document a corresponding SCH number. The SCH also indicates that no public agencies submitted written comments on the project or IS/MND.

8 MITIGATION MONITORING AND REPORTING PROGRAM

Public Resources Code, Section 21081.6 requires that mitigation measures identified in environmental review documents prepared in accordance with CEQA be implemented after a project is approved. Therefore, this Mitigation Monitoring and Reporting Program (MMRP) has been prepared to ensure compliance with the adopted mitigation measures during preparation of the final plans and specifications and project construction phase of the San Gabriel River Coastal Basin Spreading Grounds Pump Station and Pipeline Project.

The Los Angeles County Department of Public Works is the lead agency responsible for implementation of the mitigation measures identified in the MND. The MMRP includes the following information:

- the phase of the project during which the required mitigation measure must be implemented;
- the phase of the project during which the required mitigation measure must be monitored;
- the enforcement agency; and
- the monitoring agency.

The MMRP also includes a checklist to be used during the mitigation monitoring period. The checklist will verify the name of the monitor, the date of the monitoring activity, and any related remarks for each mitigation measure.

TABLE 8-1 MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement / Monitoring Agency	Verification of Compliance		
				Initial	Date	Remarks
BIOLOGICAL RESOURCES						
BIO-1. Per CDFG and USFWS accepted policies, should clearing, grading, or tree removal activities occur during the breeding season (February 1-September 15) for migratory non-game native bird species, weekly bird surveys shall be performed to detect any protected native birds in the trees to be removed and other suitable nesting habitat within 300 feet of the construction work area (500 feet for raptors). The surveys shall be conducted 30 days prior to the disturbance of suitable nesting habitat by a qualified biologist with experience in conducting nesting bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work. If a protected nesting bird is found at any time during construction, all clearance/construction disturbance activities shall be halted in suitable nesting habitat or within 300 feet of nesting habitat (within 500 feet for raptor nesting habitat) until September 15 or additional surveys shall be conducted in order to locate any nests. If an active nest is located, clearing and construction with 300 feet of the nest (within 500 feet for raptor nests) shall be postponed until the nest is vacated and juveniles have fledged and there is no evidence of a second attempt at nesting. Construction limits shall be established in the field with flagging and stakes or construction fencing to avoid a nest and construction personnel shall be instructed on the sensitivity of the area. The results of this measure shall be recorded to document compliance with applicable State and Federal laws pertaining to the protection of native birds.						

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement / Monitoring Agency	Verification of Compliance		
				Initial	Date	Remarks
BIO-2. At minimum, the County will relocate removed protected trees or replace each removed protected tree within the medical campus with at least two trees of a protected variety. Trees shall be moved to other locations on the property only if the environmental conditions of the new locations are favorable to the survival of the trees and there is a reasonable probability that the trees will survive. Replacement trees shall be at least 15-gallon or larger specimens measuring one inch or more in diameter one foot above the base, and be not less than seven feet in height measured from the base. The size of replacement trees shall approximate those of the trees to be replaced and shall be selected based on the evaluation and opinions of a certified arborist.						
CULTURAL RESOURCES						
CUL-1. In the event any unidentified archaeological materials are encountered during earthmoving activities, the construction contractor shall cease activity in the affected area until the discovery can be evaluated by a qualified cultural resources specialist (archaeologist) in accordance with the provisions of CEQA Section 15064.5. The archaeologist shall complete any requirements for the mitigation of adverse effects on any resources determined to be significant and implement appropriate treatment measures.						
NOISE						
NOISE-1. The construction contractor shall require all construction equipment, stationary and mobile, to be equipped with properly operating and maintained muffling devices. **NOISE-2.** The construction contractor shall require stationary construction equipment and vehicle staging areas to be placed such that the noise sources are located at the furthest project boundary from sensitive receptors.	Pre-construction and Construction	Pre-construction and Construction	LADPW			

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement / Monitoring Agency	Verification of Compliance		
				Initial	Date	Remarks
NOISE-3. Simultaneous use of major equipment shall be minimized as feasible. The off-site receptors closest to the project site are the residences south of Olive View Drive, I-210, and Foothill Boulevard, at a distance of more than 400 feet. Maximum short-duration noise levels at this distance would be less than 72 dBA with average noise levels approximately 10 dBA less. The construction noise would probably be not be heard over the vehicle noise from the three roadways. Maximum, short-duration noise levels at this distance would be less than 75 dBA. These noise levels are in compliance with Los Angeles Municipal and Building Codes, and the impacts to off-site receptors would be less than significant.						